

# Journal of Étienne Stanislas Giraud





**Journal of Étienne Stanislas Giraud**  
**Archives nationales de France, série Marine, 5JJ57**

**Physical Description**

*Cover* :           Linen  
*Dimensions* :   17.7 x 23 cm  
*Contents* :       354 pages

**Period covered**

26 Vendémiaire Year IX [18 October 1800] – 10-11 Pluviose Year XI [30-31 January 1803]

**Notes on the text**

Pages are numbered up to page 151 (22-23 Nivose Year X).  
There are numerous loose sheets bearing measurements and notes concerning activities on board.  
The first 44 pages are severely damaged, hence the many words given here as “illegible”.

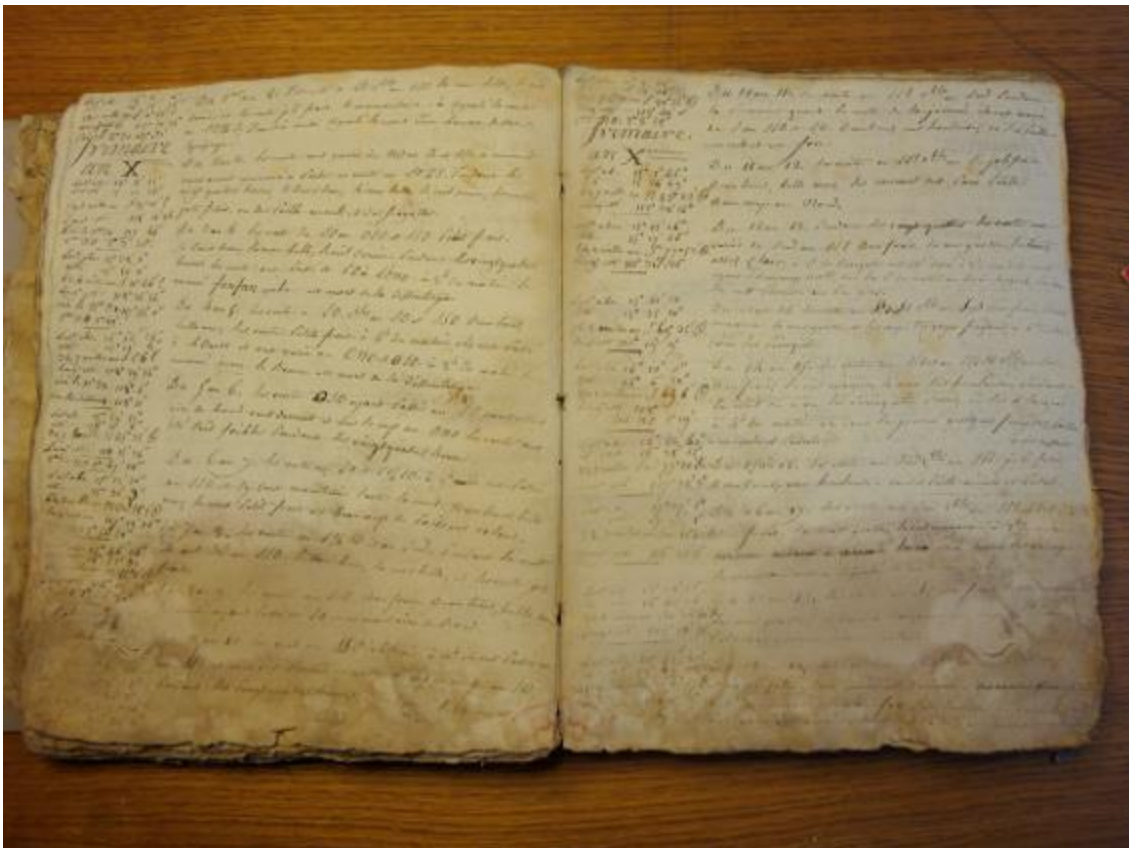
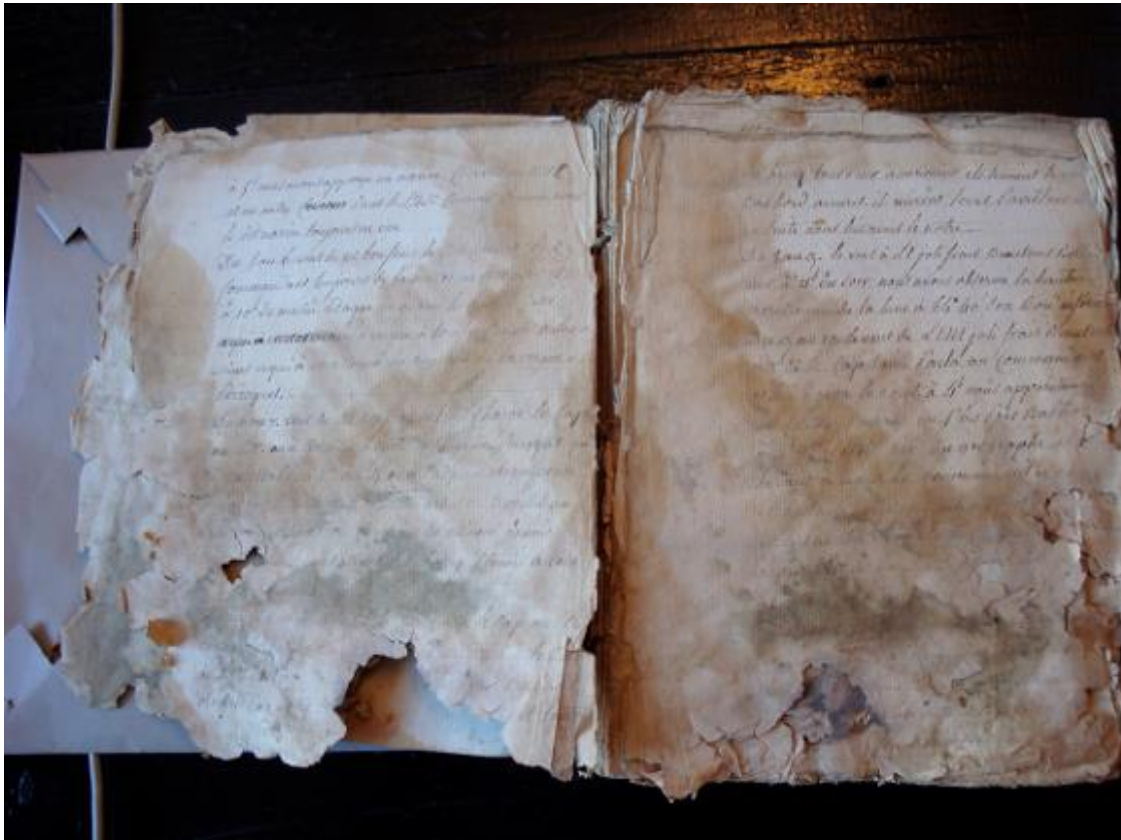
**Translation**

William Land

**Validation**

This translation has not yet been systematically checked against the original French text. Anyone wishing to verify the accuracy of a particular passage of this English translation is invited to contact the Baudin Legacy team (see the web site for contact details).

Sample page of the manuscript



## **Note on the Translation**

Except where otherwise indicated, all footnotes in this translation are by the translator.



[Title page]

**Journal kept [illegible]  
on the *Naturaliste* by [illegible]  
Midshipman Giraud  
during the years 9, 10 & 11**



[1]

26 [Vendémiaire, Year 9, 10 October 1800]

At 10 o'clock in the morning, we left the harbour of Le Havre [illegible] the help of a tow line. When we reached Point [illegible] we struck the jetty but, helped by [illegible] tide we backed off without damage.

**\* no intervening entries \***

26 to 27 [Vendémiaire, Year 9, 18-19 October 1800]

Set sail under topsails and topgallant sails at 9 o'clock on the [illegible]. At 9.30, rounded the NW point, then hove-to [illegible] to await the *Géographe* which was following us with an American corvette. At 10 o'clock, tacked the ship and [illegible] the stern of the commander who enjoined us to steer course NNW. At midday, brought the ship to in order to send back the [illegible] and then steered NW. At 2 o'clock [illegible] English frigate in sight from [illegible] of the *Géographe* was sent on board and as soon as [illegible] back, one of the officers of the *Géographe*, the [illegible] were left at 6 o'clock in the evening the course was [illegible] the wind coming with [illegible] at midday. Cape de Grave bore SE $\frac{1}{4}$ S; Cape Antifer bore NE $\frac{1}{4}$ E; the middle of the Hève bore E $\frac{1}{4}$ SE; S. Dives bore SW $\frac{1}{2}$ S. At 7 o'clock in the evening, sighted the light on the Casquettes bearing SW $\frac{1}{4}$ S, six leagues distant.

27 to 28 [Vendémiaire, Year 9, 19-20 October 1800]

Fresh winds to the SW, still. At midday and at 4 o'clock, a strong breeze from the WNW, [which was] moderate during the night, the weather overcast. Sighted an American corvette and a Danish brig running close-hauled on the opposite course.

28 to 29 [Vendémiaire, Year 9, 20-21 October 1800]

Variable winds from SW to the west. Calm from 11 o'clock in the morning until 4 o'clock in the evening when a light WNW breeze arose, which blew all night. Clear sky, the sea running a swell.

29 to 30 [Vendémiaire, Year 9, 21-22 October 1800]

Wind to the WNW, gloomy sky, rough seas. We are running on the port tack for [next 4 lines illegible]

30 Vendémiaire to 1 Brumaire [Year 9, 22-23 October 1800]

Winds to the WNW, misty horizon. At 1.30, the Casquettes bore SSW $\frac{1}{2}$ S and the most easterly of d'Aurigny bore SSE.

1 to 2 [Brumaire, Year 9, 23-24 October 1800]

Wind to the WNW and calm during the morning. Increased sail during the afternoon to join the commander. Course WSW, the sea calm and a running a slight swell.

2 to 3 [Brumaire, Year 9, 24-25 October 1800]

Southerly wind, calm sea, overcast weather. [illegible] carrying us from ahead, forced on sail to [illegible]. At 7 o'clock in the evening, the strong wind swung to the SSW [illegible] loosened the topsails and took in [illegible]. At midnight we had [next 7 lines illegible]. At 5 o'clock, we sighted a ship on a NNE course and another coming from the SSW $\frac{1}{4}$ SW, running on a similar course to ours. The said ship still in sight.

**\*missing two entries\***

5 to 6 [Brumaire, Year 9, 27-28 October 1800]

Fresh north-easterly breeze, overcast sky. The commander still ahead and to windward. At 10 o'clock in the morning, the tie of the main topsail parted, the yard [illegible] on its [illegible] which caused the topgallant yard to break.

6 to 7 [Brumaire, Year 9, 28-29 October 1800]

Fresh north-easterly wind. Changed course to SSW. We worked at rigging our main topgallant sail which was set up at 1 o'clock. At 2.15, we set up a new tie on the main topsail. At 5 o'clock in the morning, we saw [illegible] wind. At 7 o'clock, we spoke to a Danish ship [illegible] going to Hamburg; it was holding the wind [two lines illegible] water, the course [illegible] all sails set [illegible] sighted [illegible] sails [two lines illegible] were [end of line illegible] a brig, all Americans. They were holding the wind to port of us. They hoisted their flags and we hoisted ours at once.

**\*missing entry for 29-30 October 1800 \***

8 to 9 [Brumaire, Year 9, 30-31 October 1800]

Moderate wind to the east. Fine weather. Calm sea. At 11 o'clock in the evening, we observed that the meridian height of the moon, taken at its lower border, was 64°40'.

9 to 10 [Brumaire, Year 9, 31 October – 1 November 1800]

Moderate wind from ENE, fine weather. At 7.15, the captain spoke to the commander and discussed the situation. At 4 o'clock, we sighted a cutter running close-hauled on the port tack; at 4.45, it was close to the *Géographe*, then ahead of us. The commander hove-to and hoisted the yacht flag on [illegible] mast and the national flag on the [illegible] had tacked the ship twice in the hope [illegible] the *Géographe* [5 lines illegible] and we [took it] in the after [illegible].

10 to 11 [Brumaire, Year 9, 1-2 November 1800]

Light wind to the ENE, calm sea. At 2.30, the most easterly part of Grand Canary bore due south and the most westerly part bore WSW, all bearings taken with the compass; at 4 o'clock, it bore SW. At 5 o'clock in the evening, the most easterly point of Grand Canary bore due south and the most westerly point bore S.24'W. At 7 o'clock in the evening, spoke to the commander, and stood off and on during the night to keep to windward of the island. At 9 o'clock in the evening, we sighted the island; the southern tip of Tenerife bore SW¼W and the northern tip bore due west. [We were] under all sails set, running along the coast of Tenerife. We steered towards the town with a light breeze. At 9.30 in the morning, the *Géographe* fired a cannon shot and hoisted the national flag; we at once hoisted ours. [illegible] anchorage [illegible] which indicated to us [illegible] in 25 fathoms with a bottom [illegible] of the port came for us to moor. [illegible]

11 to 12 [Brumaire, Year 9, 2-3 November 1800]

Fine weather, light wind, the sea [illegible]. We were busy during the afternoon in sending down [illegible] sheets of the topsail and topgallant sails and in bending the big warp on the anchor and in [illegible] range of cable. Consul Brouillonnet then came on board; the captain was absent.

12 to 13 [Brumaire, Year 9, 3-4 November 1800]



Received the order to water and [illegible] our sick to hospital. The captain also received the order to land those members of the crew whom he considered [illegible] incapable of continuing the voyage [illegible].

13 to 14 [Brumaire, Year 9, 4-5 November 1800]

And to the south-west [illegible] to stow. I will give in my exercise book [illegible] the bearings taken at the moorings. Of the 14, 15, 16, 17, 18 and 19, we handed in [illegible] that he was supposed [illegible] for France [illegible] to load [3 lines illegible] set sail the same day. On the 17<sup>th</sup> we learned that the English had parted from them, and they had sent in one launch [illegible] French passengers [illegible] and the [illegible] Spanish. On the 19<sup>th</sup>, we saw the passengers back at Sainte-Croix who told us that the ship was making a lot of water and the captain, seeing the impossibility of being able, with 35 to 40 men [illegible], to work and maintain the pumps, decided to bring up the prisoners. These latter were no sooner on deck, than at once they got hold of weapons and declared themselves masters of the ship. They then offered to send back those who did not want to follow them; only the captain and one Frenchman remained with them. They said they were tired of serving on Navy ships – they wanted to go to Senegal. There was only a month's supply of rations on board.

On the 20<sup>th</sup> we [illegible] to celebrate His Majesty's birthday [illegible] 21-gun salute.

On the 21<sup>st</sup> [line illegible].

22 to 23 [Brumaire, Year 9, 13-14 November 1800]

We got under way, the winds being from the ENE. We manœuvred to pay off to starboard. The anchor, which at first pulled out, then took hold, forcing us to pay off to port. We set course to stand into land. Citizen Millius, the manœuvring officer, wore ship, after having run [illegible] during some time we joined the commander and set a south-westerly course. At 5 o'clock in the evening [illegible] the peak on Tenerife bore W.29°N, two-and-a-half leagues distant.

23 to 24 [Brumaire, Year 9, 14-15 November 1800]

Moderate winds from the ENE, the weather [illegible], the sea calm. We kept a [illegible] distance from the commander.

24 to 25 [Brumaire, Year, 9, 15-16 November 1800]

Winds from the ENE [illegible] Fine [illegible] fine we had [illegible]

25 to [illegible]

(10) Seeing [illegible] the commander, we burned a primer and a flare, the commander then lit a lamp on the poop. Saw many birds known as sea-swallows.

26 to 27 [Brumaire, Year 9, 17-18 November 1800]

Winds variable from the east to the ENE. Fine weather, calm sea. At 7 o'clock in the morning, we steered a southerly course and, at 4.45 in the afternoon, we observed a current setting to 4°S.

27 to 28 [Brumaire, Year 9, 18-19 November 1800]

Fine weather, calm sea, the horizon a little hazy to the east. The winds variable from the east to the ENE. In accordance with the commander's orders, we steered course S¼SE.

28 to 29 [Brumaire, Year 9, 19-20 November 1800]

Light winds, calm sea [illegible] course S¼SE.

29 to 30 [Brumaire, Year 9, 20-21 November 1800]

Wind ENE and course [illegible]. The commander [illegible] to crowd on sail [illegible] from the ENE [illegible] running a swell.

1 to 2 [Frimaire, Year 9, 22-23 November 1800]

Course SE $\frac{1}{4}$ S. Fine weather, calm sea. Lightning occurred continually at all points of the horizon, which were followed by thunder whose dull noise gave us an idea of the distance {?}. At 6.30, we hove-to to await the commander's gig which was bringing us some fresh meat and, at 7.30, the commander signaled us to send a boat to [illegible] our officers who were on board.

2 to 3 [Frimaire, Year 9, 23-24 November 1800]

Same course, same winds, the two ships not having steerage way. At 5 o'clock, the wind having blown a little from the south, we trimmed on to the starboard tack.

3 to 4 [Frimaire, Year 9, 24-25 November 1800]

No winds, grey weather, the ships not having steerage way. At 3 o'clock a light wind blew from the NNW. Frequent patchy lightning to the south-west.

4 to 5 [Frimaire, Year 9, 25-26 November 1800]

and squally. At 10 o'clock in the morning of the 5<sup>th</sup>, we had [illegible] which forced us [illegible] and to strike the mizzen topsail [illegible] accompanied by lightning and [illegible] (12) thunder. It fell a league-and-a-half to the south-east. We had just then gone on to the starboard tack without changing course.

5 to 6 [Frimaire, Year 9, 26-27 November 1800]

Wind from the ENE, stormy weather with rain. At 4 o'clock, it cleared and all sails were set. Tacked the ship at 6.30 and set course SSE.

6 to 7 [Frimaire, Year 9, 27-28 November 1800]

Fine weather, calm sea, gloomy horizon in all directions and lightning to the south-west. At 6.15, the breeze having shown itself to the south, we went on to the starboard tack and, a quarter-hour afterwards, we tacked the ship to join the commander.

7 to 8 [Frimaire, Year 9, 28-29 November 1800]

South-easterly wind and rain. At 6 o'clock in the morning, we sighted a three-masted ship bearing SW $\frac{1}{4}$ S. We signaled to the commander [illegible] who was [illegible] morning we had tacked [illegible] had gone on to the starboard [illegible] as him (13) hoisted our colours and the yacht flag on the fore-mast. The ship in sight had hoisted its colours, but we could not make them out.

8 to 9 [Frimaire, Year 9, 29-30 November 1800]

Fine weather, calm sea. Little wind, sailing a short distance from the commander. At 4.45 in the morning, sighted a meteor which lasted only 10 seconds. Squally weather, calm sea and course SSW.

9 to 10 [Frimaire, Year 9, 30 November – 1 December 1800]

Same course and same winds. Several squalls from the SSE struck us. Rough sea and very heavy weather.

10 to 11 [Frimaire, Year 9, 1-2 December 1800]

Light wind from the ESE, cloudy sky, calm sea. Sighted a ship to the SSW. During the afternoon, we caught two porpoises [illegible] busy [illegible] dissecting them [illegible line] animal [illegible] the compass [illegible] a [illegible] he has the [illegible] to do [illegible]

(14) 11 to 12 [Frimaire, Year 9, 2-3 December 1800]

Light wind from the SSE. At 6.45 in the morning, the commander signaled to us that he had some damage to his fore topmast. Cloudy sky, the sea a little rough.

12 to 13 [Frimaire, Year 9, 3-4 December 1800]

Weather overcast, the sea running a swell, and no wind. Towards 4 o'clock in the afternoon, a squall came which lasted until 5.30. Course SSW.

13 to 14 [Frimaire, Year 9, 4-5 December 1800]

Moderate winds to the SSW and S<sup>1</sup>/<sub>4</sub>SW. At 6 o'clock in the evening, we were struck by a squall during which the winds swung to the WNW. The rain was so heavy that, although close to the commander, we lost sight of him. We hoisted a lantern at once to make ourselves seen.

14 to 15 [Frimaire, Year 9, 5-6 December 1800]

Southerly winds, sky overcast and choppy sea. At 4 o'clock, we asked the commander what course to steer in case the winds came [illegible] he answered SSE. A few whales and several [illegible] were sighted alongside (15) but we did not have the good fortune to capture any of them. At 5 o'clock in the morning [illegible] tacked. At 9 o'clock, we passed astern of the commander who was changing his fore topmast.

The captain, having asked his permission to send on board an officer on a service matter, upon his answer, launched the jolly boat and hove-to until he returned. At midday, the fore topmast of the *Géographe* was swayed up. From 8 o'clock to midnight, the sea was running a slight swell, stormy weather. From time to time, hoisted a lantern to the peak to indicate our position to the commander.

15 to 16 [Frimaire, Year 9, 6-7 December 1800]

Moderate wind, the sea a little rough, holding the wind on the port tack, with all sails set. Not sighting the commander, we fired a flare to which he replied, and we saw him bearing S<sup>1</sup>/<sub>4</sub>SW.

16 to 17 [Frimaire, Year 9, 7-8 December 1800]

Overcast weather, the variety of winds [illegible] to change tack three times (16) but at 6.30, the wind freshened from the south and we were close-hauled on the port tack. The commander, bearing WSW, was a moderate distance away.

17 to 18 [Frimaire, Year 9, 8-9 December 1800]

Heavy rainy weather. At 4.30, the commander signaled to us a southerly course, in case the reefs were extensive. At 6 o'clock, we went on to the starboard tack and we were still a very short distance from him [the commander].

18 to 19 [Frimaire, Year 9, 9-10 December 1800]

We put the ship about and set course to the WSW. The commander asked us our position and we signaled him [illegible] We had rain which lasted 4 hours and, at the same time, the winds veered aft and we [illegible] steered SSE to join the commander. At 7 o'clock in the evening, we set off on course. At 3.30 in the morning, a waterspout [illegible] the side and at the same [illegible] putting the winds strongly [illegible] ENE.

19 to 20 [Frimaire, Year 9, 10-11 December 1800]

[illegible] WNW (17) Fine weather, calm sea, the ship not making steerage way. We sighted some sea birds called sea swallows.

20 to 21 [Frimaire, Year 9, 11-12 December 1800]

Rather fresh winds, cloudy sky, rather calm sea, and fine weather. At 10 o'clock in the evening, the commander fired a flare, to which we responded. During the morning, we moved three-and-a-half tons weight aft, and we noticed that the ship steered better, but that the *Géographe* was holding the wind better than us. We passed the line [illegible] towards 8 o'clock in the evening at 21° South latitude.

21 to 22 [Frimaire, Year 9, 12-13 December 1800]

Fresh wind to the SE, all sails set. We joined the commander. At 7.15, we gathered all the crew on the after deck to see if we would [illegible] on the *Géographe* whose sails were [illegible] four courses [illegible] in the [illegible] ¼ hour but we had [illegible] to the S¼SE.

(18) 22 to 23 [Frimaire, Year 9, 13-14 December 1800]

Squally weather, rough sea, moderate south-easterly wind. At 1 o'clock in the morning, the strength of the squall forced us to lower the topsails to the masthead. A lot of rain fell. Cloudy sky, the sea running a slight swell.

23 to 24 [Frimaire, Year 9, 14-15 December 1800]

Moderate winds from SE¼S, fine weather, the sea a little rough. The commander signaled to us his position from 8 o'clock to midday. The commander having considerably forereached on us, we carried our starboard anchor into the wine store.

24 to 25 [Frimaire, Year 9, 15-16 December 1800]

Fine weather, the sea rather calm, and light winds. At 4 o'clock, the commander signaled his position to us. We saw a large number of flying fish fleeing the voracious appetite of the bonitos. We put one of the bower anchors abaft the main mast.

25 to 26 [Frimaire, Year 9, 16-17 December 1800]

Variable winds from the SE to the ESE. The commander [illegible] course to the SSE. Fine weather, the [illegible] rather pleasant.

(19) 26 to 27 [Frimaire, Year 9, 17-18 December 1800]

Light winds to the ESE, the ship falling away from the wind and drifting a lot. Having warned the captain that the commander could not be seen, a flare was fired. At daybreak, we saw him [the commander] to the ENE.

27 to 28 [Frimaire, Year 9, 18-19 December 1800]

Moderate winds to the ESE. At 2.30, the commander asked us our position. Fine weather, the sea a little rough, and a clear sky.

28 to 29 [Frimaire, Year 9, 19-20 December 1800]

Moderate wind to the E[illegible]. We sighted several tropic-birds. The commander bore SE¼S. From 8 o'clock to midnight, a few clouds stood out on the horizon which [illegible] A fresh breeze. The log was too much when we reduced it to 45° [illegible]

29 to 30 [Frimaire, Year 9, 20-21 December 1800]

[4 lines illegible]

(20) 30 Frimaire to 1 Nivose [Year 9, 21-22 December 1800]

Rather unsettled weather and a few squalls on the horizon, the sea rough. The commander signaled us his position about 6 o'clock in the evening. The carpenter noticed that the jib boom was broken, according to the report that he made to the officer; we had it changed.

1 to 2 [Nivose, Year 9, 22-23 December 1800]

Moderate winds from the ENE, fine weather, the sea running a mild swell. The commander bore SSE5°South.

2 to 3 [Nivose, Year 9, 23-24 December 1800]

Fine weather, smooth sea, the commander bearing SSE. At 1 o'clock in the morning, a squall struck us which caused the winds to swing to the SE<sup>1</sup>/<sub>4</sub>E and, at 2 o'clock, being [illegible] turned towards the east, we came on to the tack under all [illegible].

3 to 4 [Nivose, Year 9, 24-25 December 1800]

[illegible] calm sea, the sky with scattered [illegible] the commander [illegible] signaled to us the [illegible]

(21) 4 to 5 [Nivose, Year 9, 25-26 December 1800]

Fine weather, calm sea, the commander bearing SE<sup>1</sup>/<sub>4</sub>S a short distance away and, being to leeward, he luffed and moved to windward, signaling the course to the south-east. Sighted several birds called frigate-birds.

5 to 6 [Nivose, Year 9, 26-27 December 1800]

Light north-easterly wind, the sea running a slight swell, and a few clouds in the sky. The commander bore SSE, a great way off.

6 to 7 [Nivose, Year 9, 27-28 December 1800]

Variable weather and cloudy sky. At 4 o'clock in the afternoon, the commander bore SE. At 9 o'clock in the evening, the winds swung to the ESE, to where we were steering, which took us aback. Blowing a little, we settled on the other tack; having failed to tack, we wore ship and went on to the port tack. At daybreak we sighted a [illegible] to the WSW. We reported it at once to the commander who did not answer. Overcast and squally weather.

7 to 8 [Nivose, Year 9, 28-29 December 1800]

[illegible] light winds, cloudy sky [illegible] calm and very variable weather. (22) We repaired a bowline cringle of our main topgallant sail; the commander bore ESE.

8 to 9 [Nivose, Year 9, 29-30 December 1800]

Gusty winds, the weather very variable, and the sea running a swell from the east. At 9 o'clock in the morning, we lowered and unshipped the main topmast and the main topgallant yards to repair them. After having signaled to the commander, at 10.30, we bent it and did the same to the fore-mast {? yard} to repair it also.

9 to 10 [Nivose, Year 9, 30-31 December 1800]

Fine weather, almost no wind. We crossed the Tropic of Capricorn on the 10<sup>th</sup>, at about 6 o'clock in the evening, at latitude 22°2'18".

10 to 11 [Nivose, Year 9, 31 December-1 January 1801]

Weather fine but becoming cloudy towards 3 o'clock in the afternoon, accompanied by some fog and a little rain, the sea running a swell and the [illegible] in the [illegible] wind.

(23) 11 to 12 [Nivose, Year 9, 1-2 January 1801]

We worked at tightening the main mast shrouds and those of the foremast. At the same time, our first lieutenant fell into the hold, but it is presumed that he will not suffer any unfortunate consequences. Fine weather, the sea rather smooth but running a slight swell.

12 to 13 [Nivose, Year 9, 2-3 January 1801]

Fine weather, smooth sea, light winds. At 10 o'clock, we tacked the ship to join the commander who was far astern and, at 10.30, he turned, reporting his tack. We continued on our course, running close-hauled on the port tack.

13 to 14 [Nivose, Year 9, 3-4 January 1801]

Fine weather, calm sea. At 7 o'clock in the evening, we hove-to [illegible] and launched a boat to pick up a sack which had fallen overboard. Shortly afterwards, we filled our sails, the commander a short distance away [illegible]

14 to 15 [Nivose, Year 9, 4-5 January 1801]

Fine weather, smooth sea, the [illegible] the commander appearing to be sailing more to the [illegible] (24) than us. We bore up and trimmed before the wind and, every half-hour, hoisted a lantern to the peak to make our position known to him.

15 to 16 [Nivose, Year 9, 5-6 January 1801]

Rather fresh wind, squally weather and cloudy sky. At 2 o'clock, the commander signaled us to join him. At 5.30 in the evening, we asked him the heading that he planned to take in case [the winds] veered aft; he answered south-east, being a moderate distance ahead.

16 to 17 [Nivose, Year 9, 6-7 January 1801]

Winds from the SSW and SSE, fine weather. Choppy sea, course SE. At 3 o'clock, the commander signaled us his position and we signaled him ours. At 6 o'clock in the evening, he signaled us to wear ship. We went on to the port tack at once. During the night, we hoisted a light to make our position known to him.

17 to 18 [Nivose, Year 9, 7-8 January 1801]

Fresh winds from the SSE and ESE. Cloudy sky and heavy sea. From 4 o'clock to midnight, fine weather, smooth sea and rather fresh breeze.

18 to 19 [Nivose, Year 9, 8-9 January 1801]

Winds from the ESE and [illegible]. The sky cleared, heavy sea. Every half-hour, we placed a lantern at the top of the foremast to make our position known to the *Géographe* and to ask him his [position], and it was not until 3 o'clock in the morning that we made out a poop lantern bearing S½E.

19 to 20 [Nivose, Year 9, 9-10 January 1801]

Strong easterly winds, cloudy sky and calm sea, the commander a league ahead of us; at 7.45, he was two leagues ahead of us. We set [illegible] a lantern to make our position known to him.



20 to 21 [Nivose, Year 9, 10-11 January 1801]

Winds from the ESE and the [illegible], the [illegible] calm sea and clear sky (26), the commander a great distance away. At 8 o'clock it was no longer possible to see him; we then had a lantern hoisted and fired two flares, to which no reply was made.

21 to 22 [Nivose, Year 9, 11-12 January 1801]

Light winds [illegible] east and to the ENE, clear sky and calm sea, the commander a great distance ahead of us. At 8 o'clock in the evening, we lost sight of him, and it was not until 1.45 the next morning that we sighted him to windward of us. We steered at once to join him.

22 to 23 [Nivose, Year 9, 12-13 January 1801]

Same winds, fine weather and calm sea. At midday the winds freshened a little. At 7 o'clock in the morning, we sighted a brig running on the opposite course and bearing NE $\frac{1}{4}$ E. We reported this to the commander who bore SE $\frac{1}{4}$ S, very close to us.

23 to 24 [Nivose, Year 9, 13-14 January 1801]

Same [illegible], fine weather, calm sea, but yesterday [illegible]. We sighted several (27) albatrosses.

24 to 25 [Nivose, Year 9, 14-15 January 1801]

The winds swung in succession to the [illegible] and NNW, clear sky, and the sea a little choppy. At 12.30, the commander hove-to and launched a boat; we feared that one of his crewmen had fallen overboard. That is why we immediately shortened sail [illegible] with the intention of saving him but, a moment later, having seen the boat return to the ship, we filled our sails and passed astern before he had filled his sails and we learned that everyone was well. He told us latitude 33° and longitude 13°24'; we found ourselves more to the west than him. So he ordered us to steer course E $\frac{1}{4}$ SE [illegible] at once underway, with a moderate wind and [illegible] sea.

25 to 26 [Nivose, Year 9, 15-16 January 1801]

The same light winds [illegible] squally weather, the commander (28) bearing ESE, a short distance away. At midday, the weather cleared.

26 to 27 [Nivose, Year 9, 16-17 January 1801]

Fresh winds which swung from north to north-west, weather overcast and the sea calm. At 1.30, the commander signaled course ESE to us; the commander bore NNE, a very short distance away.

27 to 28 [Nivose, Year 9, 17-18 January 1801]

Moderate wind to the SSW, fine weather, calm sea and course ESE. The commander signaled to us his position, which was latitude 33°S and longitude 4°57'W, after which he signaled course SE $\frac{1}{4}$ E. At 1 o'clock in the morning, the *Géographe* being out of sight, we fired a flare [illegible] and kept a lantern [aloft] until 2.45 when we sighted its stern light to the south-east.

28 to 29 [Nivose, Year 9, 18-19 January 1801]

Fresh winds to the SSW, variable to the south, the sea [illegible], weather overcast. The commander [illegible] (29) to windward of us. At 5 o'clock in the evening, he signaled us to sail close to the wind. At 8 o'clock in the morning, the yard topping lift parted following a heavy pitch; we repaired it at once. At midday, we wore ship.

29 to 30 [Nivose, Year 9, 19-20 January 1801]

Squally winds from the SSE, overcast weather, and rough seas. At 7.45, the commander signaled course ESE; he bore S<sup>1</sup>/<sub>4</sub>SE<sup>1</sup>/<sub>2</sub>S [*sic*]. At the same time, took all the reefs in the mizzen topsail.

30 Nivose to 1 Pluviose [Year 9, 20-21 January 1801]

Fresh winds to the SE, variable to SE<sup>1</sup>/<sub>4</sub>E, course ESE, weather overcast, the sea running a swell.

1 to 2 [Pluviose, Year 9, 21-22 January 1801]

Light south-easterly winds, variable to [illegible], cloudy sky, the sea running a swell, the commander a moderate way off. Under (30) [illegible] the wind; at 11 o'clock in the evening, light rain fell.

2 to 3 [Pluviose, Year 9, 22-23 January 1801]

Winds from the east and ENE, fine weather and the sea running a slight swell. At 3 o'clock in the afternoon, we sent a boat to the commander's ship on a service matter. At 4 o'clock, the winds varied, squally weather, and the horizon very dark in the east, extending towards the west. At 8 o'clock in the morning, the commander signaled course ESE to us.

3 to 4 [Pluviose, Year 9, 23-24 January 1801]

The winds swung from the WSW to the west and from the east to the ENE, heavy sea. At midday, the commander signaled course ESE. At 7 o'clock in the evening, the stay of the main-jib parted; it was repaired at once. The commander was a long way off, gusty winds, and much lightning on the horizon.

4 to 5 [Pluviose, Year 9, 24-25 January 1801]

Fresh breeze from [illegible], overcast (31) sky, and the sea running a swell.

5 to 6 [Pluviose, Year 9, 25-26 January 1801]

The winds varied from the south to S<sup>1</sup>/<sub>4</sub>SW, cloudy sky, the sea a little rough, the commander a short distance away to the south.

6 to 7 [Pluviose, Year 9, 26-27 January 1801]

Light breeze from the SSE, fine weather, the sea running a slight swell. At 8.30, the commander signaled us to pay off, and at 9 o'clock we repaired some damage to the main topsail; we reported this at once.

7 to 8 [Pluviose, Year 9, 27-28 January 1801]

The winds veered from east to ENE, fine weather, calm sea, all sails set. The commander [is] a great distance away to the WNW. At midday, we noticed that our main topgallant mast was rotted; [illegible] we changed it at once.

8 to 9 [Pluviose, Year 9, 28-29 January 1801]

Winds from the south and south-west. At 6 o'clock in the evening, the captain asked the commander's permission to launch a boat on the first calm day in order to clean the outside of the ship; this was agreed to. He also allowed us to continue our course [illegible] asking us not to lose of him in case he was astern. Very light weather, calm sea and clear sky.

9 to 10 [Pluviose, Year 9, 29-30 January 1801]

Weak south-westerly winds. At midday the commander put the mizzen topsail on the mast to wait for us; he was then to the south-east. fine weather, calm sea.

10 to 11 [Pluviose, Year 9, 30-31 January 1801]

Light winds, calm sea, the commander to the ESE.

11 to 12 [Pluviose, Year 9, 31 January-1 February 1801]

Winds to the WSW [which] swung to SW. The commander to the south. Fine weather, calm sea.

12 to 13 [Pluviose, Year 9, 1-2 February 1801]

Winds to the south and SSE. At 5 o'clock in the evening, we unbent our topgallant sails, the main being torn by the violence of the wind; we repaired it at once. At 5.30, the commander signaled us to steer SE $\frac{1}{4}$ S; the winds having eased, we set off on course. Cloudy sky, the sea running a swell.

13 to 14 [Pluviose, Year 9, 2-3 February 1801]

Moderate south-westerly winds. At 2 o'clock in the afternoon, we sighted a sail to the SSW, about 5 to 6 leagues distant, carrying topgallant sails and studding-sails. We also observed that the sea had changed and had become a dirty blue, with reddish traces here and there, which we attributed to the currents and the approach of land, particularly the Needle Bank. At 3.30, the commander hove-to to take soundings and, as soon as he set off again, he made a flag signal to everyone [illegible] that he had not found bottom. At 4.30, he signaled course SSE. At 6 o'clock in the morning, we asked his permission to pass astern. He agreed and he confirmed our opinion that we had [illegible] his 4 o'clock signal and gave the order to steer course SE $\frac{1}{2}$ S. A strong wind blowing and squally weather. At 9.10, we sighted land to the NNE that is thought to be Cape Needles; we signaled this at once to the commander, who was going to signal it to us when notifying his course to the SSE.

14 to 15 [Pluviose, Year 9, 3-4 February 1801]

Squally weather, blowing a fresh breeze from the WSW, but variable. At 7 o'clock, we sighted land to the north by the compass, the commander bearing NNW with much lightning to the SSE. At midday we [illegible] to the SE, fine weather, rough sea.

(35) 15 to 16 [Pluviose, Year 9, 4-5 February 1801]

Same fresh winds, variable and squally weather, the commander a moderate distance away to the ESE.

16 to 17 [Pluviose, Year 9, 5-6 February 1801]

Same winds, fine weather, the sea running a swell. At midday, the commander signaled us to steer course E $\frac{1}{4}$ SE. At midday on the 17<sup>th</sup>, we reported to him some damage to our main sail; our sailmakers worked assiduously to repair it. We sighted many albatrosses [illegible] mutton of the Cape but were not lucky enough to kill any, unlike our friends on board the *Géographe*.

17 to 18 [Pluviose, Year 9, 6-7 February 1801]

The winds varied to the [illegible], NW and SSW. The course signaled at midday was E $\frac{1}{4}$ SE but for [illegible] of the commander, we steered 5° [illegible], rough sea and cloudy sky.

18 to 19 [Pluviose, Year 9, 7-8 February 1801]

Fine weather, rough sea (36) and winds from the south to the SSE. At 5 o'clock, the commander signaled us that, if the winds swung to the ESE, he would change tack and that, on the contrary, if they veered aft, he would steer E<sup>1</sup>/<sub>4</sub>SE. At 6 o'clock, we changed our main topsail, the old one being torn; we reported [this] at once to the commander who was then to the south-east.

19 to 20 [Pluviose, Year 9, 8-9 February 1801]

Fresh easterly and south-easterly winds, fine weather and the sea running a swell.

20 to 21 [Pluviose, Year 9, 9-10 February 1801]

Same winds but weaker, cloudy sky and rough sea. At 6.30, the commander signaled us that if the winds were to veer aft, he would steer course E<sup>1</sup>/<sub>4</sub>SE and that, on the contrary, if they drew ahead and swung to the S[illegible], he would change tack. At 8 o'clock in the evening, [illegible] the mizzen topsail being [illegible] we (37) struck it and at once set to work to repair it. The commander a moderate distance away to the NNE.

21 to 22 [Pluviose, Year 9, 10-11 February 1801]

Strong winds to the north-east and NNE. At 4 o'clock, the commander signaled course due east to us. At 6 o'clock in the evening, the main topsail sheet parted; we struck [the sail] at once to repair it. Stormy weather and rough sea.

22 to 23 [Pluviose, Year 9, 11-12 February 1801]

Same winds, rainy weather and rough sea. On an easterly course.

23 to 24 [Pluviose, Year 9, 12-13 February 1801]

Same winds, cloudy sky, calm sea. About 6 o'clock in the evening, we sighted a small whale, which is the first we saw; we estimated it to be 20 to 25 feet long.

24 to 25 [Pluviose, Year 9, 13-14 February 1801]

Moderate north-easterly winds [illegible] had trouble in [illegible] (38) the commander from above the forecandle. At 11.15 in the evening, the winds having drawn ahead of us, we were in irons and, at 10 o'clock in the morning, flat calm.

25 to 26 [Pluviose, Year 9, 14-15 February 1801]

Light variable winds from the north-east to the east. Stormy weather and the sea running an easterly swell; the winds very weak and appearing to change. At 8 o'clock in the evening, the commander signaled us to tack the ship, which we carried out. At 10 o'clock in the morning, the mizzen topsail tie having parted, we repaired this damage at once.

26 to 27 [Pluviose, Year 9, 15-16 February 1801]

Light south-easterly winds, very damp weather and a cloudy sky with fog. The commander, by a signal, [illegible] the amount of days [illegible] on board; (39) we replied that there enough for 55 days. At 11.30, he hove-to and at once filled his sails.

27 to 28 [Pluviose, Year 9, 16-17 February 1801]

Moderate winds from the ESE. At 10.30 in the morning, we spoke to the commander to tell him that the first lieutenant and the astronomer were in distress; we also asked him what was the land he told us that he had seen near the Cape of Good Hope. He answered that it was False Cape.

28 to 29 [Pluviose, Year 9, 17-18 February 1801]

Winds from the east and ESE, overcast sky and foggy weather; we lost sight of the commander. The winds having eased, we had a still period but it did not last long. At 8 o'clock in the morning, the commander having tacked his ship (40), signaled us to do the same, which we carried out, going on to the port tack.

29 to 30 [Pluviose, Year 9, 18-19 February 1801]

Fine weather, calm sea and winds from the ESE, almost still. At 6.15, we wore ship and, at 7.30, the commander did the same.

30 Pluviose to 1 Ventose [Year 9, 19-20 February 1801]

Fine weather, weak easterly wind to the ENE. At 6 o'clock in the evening, the tie of the mizzen topsail parted; we repaired it at once. At 2 o'clock in the morning, the commander tacked, hoisting one lantern forward and two aft; we imitated his manœuvre.

1 to 2 [Ventose, Year 9, 20-21 February 1801]

Cloudy sky, calm sea and pleasant weather, moderate breeze from the ENE to the NE and NNE. The commander lay to the NNE of us.

2 to 3 [Ventose, Year 9, 21-22 February 1801]

Fine weather [illegible] light breeze (41) from the NNE to north, NNW, west, SW, south, and SSE. The commander a great distance ahead. At midnight, the breeze arose to the south-west. The sea a little rough, moderate wind, the sky overcast and heavy.

3 to 4 [Ventose, Year 9, 22-23 February 1801]

Weather overcast, rough sea, very cool wind from the south-east to the SSE. The commander [was] very close to us, to the SSE. The weather rather fine and the sea still rough.

4 to 5 [Ventose, Year 9, 23-24 February 1801]

Heavy seas, overcast sky, and strong wind from the SSE to the SE. The commander was far off to the SSE. At 9 o'clock in the morning, we reported to him some damage in the mizzen topsail; at the same time we hoisted a preventer lift to the peak. At 10 o'clock, everything was repaired.

5 to 6 [Ventose, Year 9, 24-25 February 1801]

Grey and overcast weather, rough sea, cool and variable wind from the SSE to the SE, the commander a moderate distance away. Sighted a [illegible]. From 8 o'clock to midday, the sea rather calm and the wind blowing pleasantly.

6 to 7 [Ventose, Year 9, 25-26 February 1801]

Squally weather, with gusty winds from the SSE, SE, east and ESE. At 2 o'clock in the morning, the commander placed one lantern forward and two aft, wearing his ship and, at the same time, we tacked our ship. The port bowline cringle of the main sail having parted, we struck and brailed up [the sail] to replace [the cringle].

7 to 8 [Ventose, Year 9, 26-27 February 1801]

Very rough sea and squally weather accompanied by heavy rain, a light wind from the ESE to the east and ENE. Towards 10 o'clock, the weather fined up and the ship became sluggish to steer, the commander being a moderate distance away to the ENE.

8 to 9 [Ventose, Year 9, 27-28 February 1801]

Squally weather and the wind variable from the ENE to the SE and NE.

A lot of rain fell. At 11.55 in the evening, the commander not being in sight, we kept a lantern constantly at the peak and, after having fired several flares, we sighted him (43) bearing N¼NW. At 8 o'clock in the morning, he signaled course SE¼E to us. During the remainder of the watch, we were busy repairing the topmast staysail and the mizzen topsail.

9 to 10 [Ventose, Year 9, 28 February-1 March 1801]

Fine weather, calm sea. At 7 o'clock in the evening, we took the first reef in the three topsails; very damp weather, and a moderate wind [to the] NE and NNE.

10 to 11 [Ventose, Year 9, 1-2 March 1801]

Same weather and moderate north-easterly winds, cloudy sky.

11 to 12 [Ventose, Year 9, 2-3 March 1801]

Fine weather, calm sea, and north-easterly winds to the ENE. At 1 o'clock, the commander signaled course E¼NE to us in case the winds [should] veer aft; very damp weather and clouds driving from the north-west.

12 to 13 [Ventose, Year 9, 3-4 March 1801]

Fine weather, calm sea, light and variable wind [illegible] SE. ENE. At 3 o'clock in the afternoon, we changed tack; scarcely had a squall hit us than the commander signaled course E¼SE and ordered us to follow his manœuvre. At 4 o'clock, we therefore took a reef in the topsails, but the starboard reef-tackle of the main topsail and [illegible] not having been carried out sufficiently quickly, it tore from the continual flapping from the wind which was blowing violently. At the same time, a main staysail tore at the [illegible] and it was not until 11 o'clock at night that we sent up another topsail to be bent. From 8 o'clock to midnight, rain fell continually, with squally weather and gusty wind, the sea extremely rough, causing a heavy roll and consequent pitching. At 9 o'clock at night, being in sight of the commander, he fired a flare to let us know his position. About 8.30 in the morning, we wore ship and, shortly afterwards, [illegible] topsail, the halyard of the fore-staysail [illegible] (45) of the mizzen parted, and we remained under the fore sail and the fore topsail; we also had our bobstay damaged by the strength of the waves continually crashing on board.

13 to 14 [Ventose, Year 9, 4-5 March 1801]

Strong squally winds swung from NE to north, variable to NNW, NW and WNW. From midday to 10.30 in the evening, remained on the same course and the sea extraordinarily rough, with waves still crashing on board. We set the mizzen staysail but, having wanted to haul aboard the tack of the fore sail, the tack-block broke; we rigged the main-staysail, but not having succeeded in this first attempt with respect to the [illegible] on his right, we hauled it down with much difficulty, and after [illegible] the strop, we [illegible] and eased the helm, thus lying to under this trim and on course E¼[illegible], towards 10.30 [illegible] the weather becoming finer, we loosened the foresail (46) and all the reefs taken in the topsails. The commander not being in sight, we burned two flares and two [illegible] presumed that he must lie ahead, from the east to E¼NE and ENE, we then steered [course] E¼SE, which was the course that he had signaled to us the day before. We sighted a sail to the ESE that we presumed to be the commander. Moderate winds and the sea still rough.

14 to 15 [Ventose, Year 9, 5-6 March 1801]

The commander answered the recognition signals and immediately afterwards he signaled course EN [*sic*] to us. At 4 o'clock, we spoke to him and informed him of the damage that we



had sustained during the gale; light wind and the sea running a slight swell. Light westerly winds, variable [illegible] to the SSE.

15 to 16 [Ventose, Year 9, 6-7 March 1801]

[illegible] calm sea and a slightly variable light south-easterly wind. At 4 o'clock we trimmed (47) close-hauled.

16 to 17 [Ventose, Year 9, 7-8 March 1801]

Fine weather, calm sea and clear sky; astern of the commander who gave us longitude 53°57'. No wind for the remainder of the day; light breeze from the SE and SSE.

17 to 18 [Ventose, Year 9, 8-9 March 1801]

Fine weather, light wind, variable from the SSE, SW, WSW, NW and SW, and a calm sea. At 10 o'clock, a rain squall stuck us which made the wind veer to the SSW.

18 to 19 [Ventose, Year 9, 9-10 March 1801]

Fine weather, calm sea, cloudy sky and a fresh breeze from the SSW to the south. The mizzen topsail sheet having parted, we brailed up [the sail] to leeward to repair it. The commander bore NE<sup>1</sup>/<sub>4</sub>E.

19 to 20 [Ventose, Year 9, 10-11 March 1801]

Fine weather, calm sea and light breeze. At midday, course NE<sup>1</sup>/<sub>4</sub>N was signaled until midnight, when we steered [illegible].

20 to 21 [Ventose, Year 9, 11-12 March 1801]

Fine weather, calm sea, light wind. We spoke to the commander to ask him (48) if we would bend the cables without a signal; he answered no. He bore ENE, a moderate distance away.

21 to 22 [Ventose, Year 9, 12-13 March 1801]

Light wind [illegible] SSE and SSW. Fine weather, calm sea, the commander signaled course N<sup>1</sup>/<sub>4</sub>NE to us; we signaled our position to him. At 3 o'clock the winds suddenly swung to the WSW. At sunrise we thought we could see land to the WNW; the winds eased. Sighted a large number of tropic-birds.

22 to 23 [Ventose, Year 9, 13-14 March 1801]

Fine weather, the wind weak and variable. SE. North. NNE. SE. At 3 o'clock in the afternoon., the commander signalled his position 56°24'E. At 5 o'clock, he signalled [illegible] to pass astern and, as soon as were within hailing range, he gave us a verbal order to steer course WNW at no more than 3½ knots and [said] that, if the weather became bad, we should heave-to; in addition, he would signal to us by two lights, one over the other. At [illegible] and a quarter, the commander hove-to on the starboard tack (49) we imitated his manœuvre at once. The horizon to the ESE appeared very light. At 4 o'clock in the morning, the winds having veered to the north, we went on to the port tack.

23 to 24 [Ventose, Year 9, 14-15 March 1801]

Fine weather, moderate winds from the SE to the ESE. At 5.30, we sighted land and, a moment later, the commander signalled course WSW to us. At 6 o'clock in the evening, we took different bearings recorded in my notebook. At 1 o'clock in the morning, we tacked the ship to imitate the commander's manœuvre. Stormy weather with squalls; at daybreak, we sighted land to the WNW, about 6 leagues away. The commander hailed us to steer towards the round island

and to keep as close as possible astern of him. He also asked us if we had on board someone who knew the passage. We answered him that there was Citizen Piquet, *enseigne de vaisseau*. After having rounded the Quoin, the commander signalled us to imitate his manœuvre; he was then holding the wind on the port tack.

24 to 25 [Ventose, Year 9, 15-16 March 1801]

Moderate wind to the ESE; then holding the wind on the port tack. At 3 o'clock, the commander, having no wind under the land, went on to the starboard tack. A moment later, the winds swung to the SSW. We still continued to tack backwards and forwards and, a moment later, to run towards the land. We still had to struggle with the variable winds to reach the anchorage under Cooper's Island, but the weakness of the winds did not allow us to approach the land sufficiently closely to drop anchor. Before nightfall, we had fired several cannon shots and put our flag at half-mast to call a pilot. At 7 o'clock in the evening, the commander signalled us to be ready to anchor and, at 8.30 in the evening, we stood out to sea. The currents carried us the WSW. The *Géographe* had not been able to reach the anchorage either, and it seemed to us that the currents had been less favourable for her than for us; she anchored at 2 o'clock in the afternoon bearing E $\frac{1}{4}$ SSE. At 10.30 in the evening, we went on the starboard tack, the winds having shifted, we ran towards the land and took soundings on several occasions (51) without finding bottom. It was not until 10.35 and 10.40 that we found 26 fathoms and 17 fathoms, respectively. At the same time, we dropped anchor in 14 fathoms, with a bottom of coral, and ran out 36 fathoms of cable. We sent a boat to take soundings around the ship, Port Louis bearing S $\frac{1}{4}$ SE, a short distance away, and the commander bearing NE $\frac{1}{4}$ E, a great distance away. Fine weather, flat calm. At daybreak, we hoisted our colours and our ship's ensign at half-mast. At 6.45, we saw a boat making its way from shore towards us and approaching with caution. Being within voice range, it hailed us and, when we replied, came alongside. The captain, who came on board, left us a pilot and gave us a signal to be recognised from shore. We also had a health inspection and a visit from the Colonial Commission. The harbourmaster was on board the *Géographe* which was [illegible]. At 7.30, we heaved [on the cable], started and catted our anchor, and we left port under sail, (52) on the port tack, [with] very light wind from the WSW. Being favoured by an on-shore wind, we made our way towards Port Louis and rounded the Two Brothers. At 9 o'clock, leaving them behind to port, we rounded Cooper's Island and, at 10 o'clock, we anchored in 5 $\frac{1}{2}$  fathoms and, shortly afterwards, the *Géographe* came and anchored ahead of us.

25 to 26 [Ventose, Year 9, 16-17 March 1801]

During the day, the pilot being on board, we raised the anchor to haul ourselves into [the anchorage]; at night fall, we were anchored in 6 fathoms of water, with 70 fathoms of cable out to starboard and moored to port on a mooring buoy. On the morning of the 26<sup>th</sup>, we dropped a third anchor astern.

26 to 27 [Ventose, Year 9, 17-18 March 1801]

During the day, we continued to trim {?} there was almost no wind. About 11 o'clock in the evening, a sailor from Cayenne swam to the ship and climbed on board through a gun-port. (53) This man, while drunk, made several seditious statements; we took care of him by tying him up on the quarter-deck. The next morning at 8 o'clock we asked [permission of] Cayenne and sent him back at once.

27 to 28 [Ventose, Year 9, 18-19 March 1801]

Winds variable from the south-east to the south-west. We worked at unbending the sails.

28 to 29 [Ventose, Year 9, 19-20 March 1801]

Very hot weather with little wind. At 9.30 in the evening, the long boat, coming from shore, found a Marron Negro<sup>1</sup> who had climbed on board. He was at once placed in irons and sent back ashore the next morning. During the night, one of our barges having been taken away, the long boat was sent to look for it and found it moored in the careening cove; I presume that some members of [illegible] our crew had deserted.

(54) 29 to 30 [Ventose, Year 9, 20-21 March 1801]

Fine weather, almost no wind. Continued to clean the hold.

30 Ventose to 1 Germinal [Year 9, 21-22 March 1801]

Fine weather. At 9 o'clock in the morning, four ships, including one Danish and three Moorish vessels, set sail. At 1 o'clock, one of the latter having grounded to the WNW, we received the order from the commander to send a launch, an anchor and a hawser to help. It was not until 9 o'clock in the evening that this ship was floated off. We waited all night for our launch in vain. On the morning of the 1<sup>st</sup>, we learned from the *Géographe* that it had grounded off Cooper's Island; we sent a boat at once to carry provisions to the launch's crewmen and put a buoy in the boat. At 9 o'clock in the morning, the launch was back with damaged timbers.

(55) 1 to 2 [Germinal, Year 9, 22-23 March 1801]

Fine weather. During the night, the gangway sentry fell asleep at different times. Citizen Ransonnet, midshipman of the watch, having wakened him and wanting to point out to him that he was at risk of being punished, this soldier swore at him.

2 to 3 [Germinal, Year 9, 23-24 March 1801]

Variable south-easterly winds to the SSE and east. Very hot, sultry weather.

3 to 3 [Germinal, Year 9, 24-25 March 1801]

During the 24 hours, light winds varied to the ESE and east. At 8 o'clock in the morning, a Danish three-masted ship entered harbour; shore signals announced five in sight. Towards evening, an English prize, taken by the privateer *La Victoire*, came into port.

4 to 5 [Germinal, Year 9, 25-26 March 1801]

Winds during the day to the SE and at night to the WNW, variable to the SE and ESE.

(56) 5 to 6 [Germinal, Year 9, 26-27 March 1801]

Same weather and same winds.

6 to 7 [Germinal, Year 9, 27-28 March 1801]

Fresh squally south-easterly breeze, cloudy sky. Much rain fell.

7 to 8 [Germinal, Year 9, 28-29 March 1801]

Fine weather, moderate south-easterly winds, variable to the ESE.

8 to 9 [Germinal, Year 9, 29-30 March 1801]

Winds to the south-east, weather overcast, sultry and very hot. During the day, we had a brig, flying the French flag, anchored at the Two Brothers.

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<sup>1</sup> From the Latin-American Spanish *cimarron* 'fugitive slave', i.e. a fugitive negro slave who has escaped to live in liberty.

9 to 10 [Germinal, Year 9, 30-31 March 1801]

Winds from the ESE during the 24 hours, squally weather during the night. Two ships in the **Bourloi** {?} trade left port this morning.

10 to 11 [Germinal, Year 9, 31 March – 1 April 1801]

Fine weather, winds to the ESE.

11 to 12 [Germinal, Year 9, 1-2 April 1801]

Moderate winds to the ESE, variable to the SE; cloudy sky.

(57) 12 to 13 [Germinal, Year 9, 2-3 April 1801]

During the 24 hours, winds to the ESE and cloudy sky. The commander sent us the following supplies: 53 small barrels of arrack, 16 small barrels of corned beef, 2 barrels of butter and 5 of sauerkraut.

13 to 14 [Germinal, Year 9, 3-4 April 1801]

The caulkers and carpenter continued their work. We trimmed the hold and undertook the fishing of the mizzen mast. The commander sent us 14 barrels of red wine.

14 to 15 [Germinal, Year 9, 4-5 April 1801]

Fine weather and clear sky. We received 10 bags of wheat plus water.

15 to 16 [Germinal, Year 9, 5-6 April 1801]

We continued trimming the hold. The carpenters and caulkers continued their work during the day. We tightened the bowsprit bobstay. On the 16<sup>th</sup> we were busy sending up the mizzen topmast after having fished the mizzen mast.

16 to 17 [Germinal, Year 9, 6-7 April 1801]

We were busy sending up the topmasts and setting their yards in place. We also re-rigged the mizzen mast and tightened the foremast braces. Rain interrupted this latter work.

17 to 18 [Germinal, Year 9, 7-8 April 1801]

Fine and very sultry weather, light winds to the south-east, variable to the ESE. During the day, the crew was busy with the rigging. (58) We checked the topgallant mast shrouds and pointed its masts. The carpenters were engaged in putting the bumpkins and the spritsail gaff in place. Following the commander's orders, we went to fetch from his ship the following provisions: 13 sacks of rice from Madagascar, 6 bales of coffee, 10 sacks of beans including one from the Cape.

18 to 19 [Germinal, Year 9, 8-9 April 1801]

Winds to the south-east, variable to the east; hot weather. We continued working on the rigging and putting the 63 sacks of wheat that we had received into the store-room.

19 to 20 [Germinal, Year 9, 9-10 April 1801]

Variable winds to the south-east. Fine weather. The carpenters continued their work and the crew was busy tarring the rigging.

20 to 21 [Germinal, Year 9, 10-11 April 1801]

Fine weather; we sent half of our crew ashore to have a walk and, on the 21<sup>st</sup>, continued working on the rigging. The *Géographe* sent to take on board five cases of cabbages that we had loaded at Le Havre.

21 to 22 [Germinal, Year 9, 11-12 April 1801]

Fine weather, easterly winds. During the night, four of our sailors deserted.

(59) 22 to 23 [Germinal, Year 9, 12-13 April 1801]

Fine weather during the 24 hours. During the morning, we embarked our sails and rigged them during the day. Moderate breeze to the NNE. We tightened the shrouds of our main mast and fore mast. During the night, two of our topmen deserted. Winds to the east.

23 to 24 [Germinal, Year 9, 13-14 April 1801]

Fine weather, winds to the south-east during the 24 hours. Continued to tighten the main mast shrouds and backstays. Brought on board 9 barrels of molasses and sent our launch to pick up the remainder of our sails. We measured our draft: aft: 13 feet 3 inches ; forward **{the figures don't make sense}**; difference: 1 foot 9 inches.

24 to 25 [Germinal, Year 9, 14-15 April 1801]

Winds to the NNW. During the morning, we brought on board everything that was in the lighter, and bent our topsails and courses. South-easterly winds.

At 8 o'clock in the morning, the pilot came to swing us. About 4 o'clock in the evening, the commander, passing alongside in his gig, ordered us to be ready to get under way and to follow him into the Two Brothers harbour. The sun having set, (60) the harbourmaster of Cayenne forbade us to set sail. Captain Hamelin answered that, given the opposition to our sailing, he would inform our chief of it. We swung at 6.30 and, at sunrise, we paid out our moorings, a cable and one of our anchors, and we anchored in the Two Brothers harbour.

25 to 26 [Germinal, Year 9, 15-16 April 1801]

Winds to the south-east.

Bearings taken on the way to the anchorage:

The most easterly point bore SSW

The white fort bore SSE

The tip of the northern point bore NE<sup>1</sup>/<sub>4</sub>N

And [we were] anchored in 16 fathoms of water, with a coral bottom

Bearings taken after having anchored:

The signal mountain bore S<sup>1</sup>/<sub>4</sub>SE

The far end of Cooper's Island bore SE7°E

On the 26th, four men were missing at roll-call, whom I supposed had swum away. We were busy bending all our sails.

26 to 27 [Germinal, Year 9, 16-17 April 1801]

Fine weather, fresh breeze to the east. (61) At 10 o'clock in the morning, the commander fired a cannon-shot when hoisting the national flag to the peak. During the afternoon, the *Géographe* sent us 35 sacks of rice and 15 sacks of sugar in bad condition.

27 to 28 [Germinal, Year 9, 17-18 April 1801]

On the morning of the 26<sup>th</sup>, the officers from the *Naturaliste* were assembled on the board the *Géographe* by order of the commander; a first-class midshipman remained on duty on board our ship. They all made their way, with the captain, to the meeting place. The commander said that he had held a council with the aim of determining what were the most suitable measures to take to get back our sailors who had deserted. At the same time, he had read out a petition, addressed to the constituent authorities of this colony, to claim them. The commander, having asked each person his advice, all were of the opinion to not sign this petition and, with the unanimous agreement of the officers of both ships, the following declaration was placed on the log table of the *Géographe*: "The officers making up the staffs of (62) the corvettes *Le Géographe* and *Le Naturaliste*, summoned into council by the commander in chief of the expedition of discovery in order to consider the most effective means of recovering the sailors who had deserted from the two ships, declared that the commander alone had the right to take the measures which seemed to him the most suitable." All the officers signed this declaration, but Citizen Hamelin declared that he would not sign it, and the commander said that he did not have to do so. As Captain Baudin announced that the aim of the summons was fulfilled, we took leave of him and all our officers returned to the ship.

28 to 29 [Germinal, Year 9, 18-19 April 1801]

Fine weather, moderate easterly winds. We embarked our launch and our long boat, cleared crossed cables, and received 15 bales of wheat. The *Géographe* sent us eight bales of hay.

29 to 30 [Germinal, Year 9, 19-20 April 1801]

Same weather and same wind during the 24 hours. We were busy cleaning the outside and inside of the ship, and continued working on the rigging.

(63) 30 Germinal to 1 Floréal [Year 9, 20-21 April 1801]

During the 24 hours, light winds, which varied from the east to the ESE, with patchy still periods.

1 to 2 [Floréal, Year 9, 21-22 April 1801]

Fresh squally winds to the ESE. We cleared the mooring cable that we had run out to starboard. At 6 o'clock in the morning, a naval policeman brought us ten men by order of the manning office.

2 to 3 [Floréal, Year 9, 22-23 April 1801]

Light winds to the ESE, variable to the SE. At 10 o'clock in the morning, we sent off a watering detail; during the afternoon, we were hit by a strong rain squall which lasted an hour. A boat, sent by the manning office, brought some old clothes for various sailors who had arrived on board the day before; it also brought money for Renaud, Hubert, Hervois and Silvestre, the four sailors embarked at Mauritius.

3 to 4 [Floréal, Year 9, 23-24 April 1801]

Moderate south-easterly breeze to the SSE, dark and squally. Draft on 3 Floréal: forward: 11 feet 6 inches; aft: 13 feet 2 inches; difference: 1 foot 6 inches. **{figures don't add up}**



(64) 4 to 5 [Floréal, Year 9, 24-25 April 1801]

From 8 o'clock in the morning to midnight, light winds to the SE, variable to the ESE. On the morning of the 4<sup>th</sup>, we caught an enormous shark, 12 feet long and about 5 at its greatest circumference. At 3.30 in the afternoon, the commander signalled us to unmoor; we at once sent a launch to raise our kedge-anchor. At 4 o'clock, three of our sailors, having hauled forward one of our barges, got on board furtively and rowed out to sea [in order] to reach the land. As soon as we became aware of this desertion, we hailed these men to come back on board at once, threatening to fire on them if they did not obey. This threat having no effect and finding ourselves without a boat, we hailed the *Géographe*, asking her to send one after our three sailors. She sent a boat at once which reached them quickly. During this time, we fired a cannon shot ahead of our barge to try to stop it, but this only made it change course. The *Géographe*'s boat bringing us our deserters, who are: François Auger, Charles Hervoy and Silvestre, all three sailors embarked at Mauritius; [they] warned us that two of our sailors planned to desert during the night (65). To prevent this happening, we stationed two sentries, one on the quarter deck and the other at the quarter deck taffrail, and had four swivel-guns loaded with round shot and grape shot on the quarter deck. One of our boats was positioned within voice range with orders to watch carefully any desertions which could take place. On the morning of the 5<sup>th</sup>, light winds to the ESE. At 6.45, the commander signalled to get under way; we immediately heaved on our anchor cable and hoisted our topsails. When our anchor cable was up-and-down, we brailed up our mizzen topsail, which was on the mast, and braced all to port, when our anchor came home. We hoisted the lower mizzen staysails and trimmed the mizzen topsail. We made sail at once to follow the commander who had got under way as soon as us.

Bearings taken at 8 o'clock:

The Quoin bore NE $\frac{1}{4}$ E

Coopers' Island bore E $\frac{1}{4}$ SE.

Easterly winds variable to the ESE and west.

Bearings taken at midday:

The Quoin bore N60°E

The mountain at the opening of the harbour bore E $\frac{1}{4}$ SE

Brabant Hill bore SSW5°S [*sic*]

5 to 6 [Floréal, Year 9, 25-26 April 1801]

Weak breeze from the WNW.

Bearings taken at 5.30 in the evening:

Brabant Hill bore S.5°E, 3 $\frac{1}{2}$  leagues distant.

The signal mountain of the North West Bay bore NE $\frac{1}{4}$ E.

Fine weather, calm sea, moderate winds to the south-east.

6 to 7 [Floréal, Year 9, 26-27 April 1801]

Fine weather, the sea a little rough, and easterly winds variable to the ESE, the waves driving to the south.

7 to 8 [Floréal, Year 9, 27-28 April 1801]

Moderate wind to the ESE, the sea rather calm, fine weather, and clear sky. At 10 o'clock in the morning of the 8<sup>th</sup>, we noticed that the third shroud forward of the main mast had parted above the cat-harpings; we repaired it at once.

8 to 9 [Floréal, Year 9, 28-29 April 1801]

Fine weather, calm sea moderate easterly winds. At 4 o'clock, the commander signalled us course south-east (67) and, at 4.30, we reported to him damage in the lower shrouds.

9 to 10 [Floréal, Yer 9, 29-30 April 1801]

Cloudy sky and light wind. At 1 o'clock, we bore up to join the commander. At 3 o'clock, we were rather close to him. The commander having worn ship, we went on to the starboard tack. At 5 o'clock in the evening, fog preventing us from seeing the commander; we shortened sail to wait for him. At 7.30, we tacked the ship, presuming that he had gone on to the port tack.

10 to 11 [Floréal, Year 9, 30 April – 1 May 1801]

Very variable and squally winds. At midday, a thick fog arose and we lost sight of the commander; we fired two cannon shots to which he did not reply. At 1.30, we sighted him and fired a third cannon shot; at that moment, he answered our recognition signals. Just afterwards, we trimmed [our sails] close-hauled on the port tack.

11 to 12 [Floréal, Year 9, 1-2 May 1801]

Fine weather, moderate breeze, calm sea, the sky a little cloudy. At 5.30, the commander signalled course ESE; sighted several albatrosses.

(68) 12 to 13 [Floréal, Year 9, 2-3 May 1801]

Fine weather, calm sea, winds from the NNE, variable to the NNW and west. The commander bore SE5°E, very close.

13 to 14 [Floréal, Year 9, 3-4 May 1801]

Fine weather, calm sea. At 8.45, the commander hailed us to ask if we had any damage; the captain answered that he had reported only longitude observed by distances. Sighted a few petrels, flying fish and a few big fish swimming alongside the ship. Northerly winds to the NNE.

14 to 15 [Floréal, Year 9, 4-5 May 1801]

Very light winds and unsettled weather, the sea running a swell from the north-west and south-west. Sighted a petrel and a storm bird.

15 to 16 [Floréal, Year 9, 5-6 May 1801]

Very light wind and fine weather, the sea running a swell. At 9.30 in the morning of the 16<sup>th</sup>, we went on the port tack following the commander's orders. South-easterly winds, variable to the ESE.

16 to 17 [Floréal, Year 9, 6-7 May 1801]

Fine weather, the sky overcast and cloudy, the sea rough and running a slight swell, and gusty wind. At 9 o'clock in the evening of the 16<sup>th</sup>, we spoke to the commander.

(69) 17 to 18 [Floréal, Year 9, 7-8 May 1801]

Fine weather, cloudy sky, rough sea, easterly winds variable to the ENE.

18 to 19 [Floréal, Year 9, 8-9 May 1801]

Fine weather, calm sea, rather clear sky, sailing very close to the commander, course ESE. Moderate winds from NE<sup>1</sup>/<sub>4</sub>E. Sighted several brown petrels and a small turtle which passed down the side the ship. Towards 2 o'clock in the morning, the sea was covered with glowing shellfish.

19 to 20 [Floréal, Year 9, 9-10 May 1801]

Squally weather, gusty wind, accompanied by continual rain, which forced us to furl the mizzen topsail and to secure the topsails half-mast. Fresh winds from NE<sup>1</sup>/<sub>4</sub>N.

20 to 21 [Floréal, Year 9, 10-11 May 1801]

Continual rain, squally weather with gusty winds. At 1.30, the commander [illegible] a lantern lit all night, but lost sight of the commander. We fired a flare at 6 o'clock and sighted him to the SE<sup>1</sup>/<sub>4</sub>E, the ship straining a great deal from the strength of the rolling and pitching. Fresh winds from the NNE; sighted several petrels.

21 to 22 [Floréal, Year 9, 11-12 May 1801]

Strong wind, heavy sea, squally weather, and gusty winds. Our topgallant masts broke, we took in the bowsprit boom and sent down the mizzen gaff. Strong winds to the SW and SSW. The commander being out of view; we sighted him at daybreak about 4 leagues distant. The weather having fined up, we sent up our topgallant masts, rigged the bowsprit boom and hoisted the gaff.

22 to 23 [Floréal, Year 9, 12-13 May 1801]

Fine weather, cloudy sky, very rough sea, and the ship rolling a great deal. Course E<sup>1</sup>/<sub>4</sub>SE signalled, but finding ourselves a great distance from the commander, we steered to windward of the [set] course to join him. Winds to the SSW, variable to the SW.

23 to 24 [Floréal, Year 9, 13-14 May 1801]

Light south-westerly winds, variable to the north. The sea running a heavy swell. In accordance with the commander's signal, we set a southerly course.

(71) 24 to 25 [Floréal, Year 9, 14-15 May 1801]

Fine weather, moderate north-westerly winds, variable to the SSW. We were forced to wait for the commander because he was still astern.

25 to 26 [Floréal, Year 9, 15-16 May 1801]

Fine weather, the sea running a slight swell, and southerly winds, variable to the SSE and ESE. At 7 o'clock in the morning of the 26<sup>th</sup>, we sent a boat to the commander's ship with an officer to regulate the chronometers which had not been wound up the day before.

26 to 27 [Floréal, Year 9, 16-17 May 1801]

Cloudy weather and gusty north-easterly winds, variable to the NNE. The sea running a long swell. At 7 o'clock, the *Géographe* signalled a SSE course. Sighted several albatrosses and a number of brown petrels.

27 to 28 [Floréal, Year 9, 17-18 May 1801]

Fine weather, squally weather. We put the mizzen topsail on the mast to await the commander who was astern.

28 to 29 [Floréal, Year 9, 18-19 May 1801]

Fine weather, gusty winds. At 2.30 in the morning, the commander being a long way ahead of us, we fired a flare. At 3 o'clock, he answered with a lantern at the masthead and we sighted him to the south-east. Sighted two small whales on the 29<sup>th</sup>.

(72) 29 to 30 [Floréal, Year 9, 19-20 May 1801]

Cloudy sky, the sea a little rough, and a fresh breeze from the ESE. Sighted some petrels and albatrosses.

30 Floréal to 1 Prairial [Year 9, 20-21 May 1801]

Fresh north-westerly breeze, easterly course, fine weather, the sea running a swell. All sails set. Sighted some birds and fish of different species.

1 to 2 [Prairial, Year 9, 21-22 May 1801]

Rather fresh breeze. At 8 o'clock, we shortened sail to wait for the commander who had allowed himself to drop off to leeward; at 8.30 in the evening, we put the ship about and reported our tack to the commander.

2 to 3 [Prairial, Year 9, 22-23 May 1801]

Light wind to the NNW, and [on] an easterly course. At 7 o'clock, the commander signalled us to bend our cables. At 7.30, we cast the lead without finding bottom. Fine weather, calm sea.

3 to 4 [Prairial, Year 9, 23-24 May 1801]

Wind WNW, variable to the south and south-west. We hove-to to wait for our boat which was alongside the commander's ship. At 4.30, we filled our sails; all sails set. Foggy and rainy weather.

(73) 4 to 5 [Prairial, Year 9, 24-25 May 1801]

Fine weather, calm sea, wind from the SSE. At 3 o'clock, the commander signalled course E $\frac{1}{4}$ SE to us and, at the same time, his position. At 4 o'clock he ordered us to join him; we shortened sail at once to wait for him. When we were within hailing range, he ordered us to keep astern of him at a distance of one half-league and to take soundings every half-hour, starting at 8 o'clock. At 7.50, hove-to and ran out 120 fathoms of line without finding bottom. The commander having turned and signalled his tack, we trimmed the sails on the port tack; at midnight, 2 o'clock and 4 o'clock, ran out 120 fathoms without finding bottom.

5 to 6 [Prairial, Year 9, 25-26 May 1801]

At 12.45, the commander tacked; having tried to imitate his manœuvre twice, the ship missed stays, and it was not until 1 o'clock, that we wore ship by going on to the starboard tack. At 10 o'clock in the evening, tacked the ship. At 1 o'clock in the morning, we ran out 120 fathoms of line without finding bottom. Fine weather, calm sea, the wind variable from the NE to the NNE.

6 to 7 [Prairial, Year 9, 26-27 May 1801]

Fine weather, rough sea, fresh breeze. The commander [was] looking out for the land. At 5 o'clock, it bore E.9°S, distance about 1 [league]; the commander out of sight. At 3.30 in the morning, we were within voice range (74). At 7 o'clock he signalled land ahead to us without clear indication and, at 7.30, we sighted it to the north-east. [illegible] having two separate peaks. At 10 o'clock, the most northerly land bore ESE.

Bearings taken at midday:

The point that we thought the most to leeward bore E.25°30'N

The point at which the land seemed to stop bore E.33°10'N

The middle of the land which to windward appeared separate from the first bore E.37°45'N  
- all not corrected for variation of 6°50'.

7 to 8 [Prairial, Year 9, 27-28 May 1801]

Fine weather, calm sea. At 12.30 we brought the ship to in order to take soundings; the lead showed 98 fathoms, with a bottom of white sand mixed with broken shells. At 2.30, the breeze arose in the south-east. From 4 o'clock to 8 o'clock, we imitated the commander's manœuvre; he confined himself to running, under all sails, to the NNE with a weak south-easterly wind variable to the SSE and ESE. We thought we noticed that the currents were carrying us to the south. [illegible].

Bearings taken at sunset:

The tip of a portion of the land which we judged to be an island (75) bore E.47° towards the north

The northern part of the most distant land bore N.23°40'E

At 7.30, passed astern of the commander whose permission we requested to come aboard to regulate our chronometers; he gave his permission, warning us that if the weather continued fine, we would remain hove-to, on a northerly course. We filled the main topsail with wind at once. At 9 o'clock in the evening, the lead showed 89 fathoms, with a bottom of reddish sand mixed with rotted broken shells. At 10 o'clock, 11 o'clock, and 12 midnight we had 90 fathoms, with the same bottom. From midnight to 4 o'clock, we were still hove-to on the starboard tack.

Bearings taken at daybreak:

The land bore E.27°N and, at 10 o'clock, E.38°10'N.

8 to 9 [Prairial, Year 9, 28-29 May 1801]

Moderate winds, variable from the east to the ESE. Fine weather, calm sea and clear sky. At 5 o'clock, the most easterly part of the land sighted bore N.23°20'E, and the most westerly [part] bore N.5°E, [at an] apparent distance 16 miles. At 7 o'clock, the most northerly part of the mainland bore N.17° and the southern tip bore due east (76), distance about 13 miles. Passed astern of the commander who ordered us to heave-to. Soundings showed 30 fathoms, with a bottom of sand mixed with broken shells; at 8 o'clock, 25 fathoms, with the same bottom. From 8 o'clock to midnight, fine weather and calm sea. Passed astern of the commander and bore up to heave-to to leeward of him; the southern tip [of land] bore E.8°S. At 9 o'clock, we took soundings and found 30 fathoms, with a bottom of fine sand; at 10 o'clock, 25 fathoms with the same bottom; at 11 o'clock, 25 fathoms, with a bottom of sand and shell; at midnight, 30

fathoms with big gravel; at 1 o'clock, 45 fathoms, with sand, gravel and coral; at 2 o'clock, fine blue sand and shell; at 3 o'clock, 55 fathoms; and at 4 o'clock, 60 fathoms with the same bottom. From 4 o'clock to 8 o'clock in the morning, the southern tip [of land] bore E.11°4'S, and the most northerly bore N.7°40'E. At 5 o'clock, soundings showed 75 fathoms, with a bottom of fine blue sand and coral. At the same time, the commander filled his sails and we imitated his manœuvre. At midday, soundings showed 28 fathoms, with a bottom of rock and coral; the most southerly point of land bore E.38°30'S and the most northerly N.21°30'E.

9 to 10 [Prairial, Year 9, 29-20 May 1801]

Fine weather, calm sea. We sailed northward along the coast; at 4 o'clock in the evening, Cape Leeuwin bore S.5°30', distance about 6 leagues. (77) At 5.30 in the evening, the tip of the lowest point to the south bore S.11°E and the most northerly bore N.11°30'E. At 6.30 in the evening, we sighted a fire on shore, bearing about E.10°S, and then several others. At the same time, we hoisted a lantern to the peak to be seen by the natives, the moon was rising and was full. At 8 o'clock and 9 o'clock we took soundings which showed 30 fathoms, with a bottom of rock and coral; at 10 o'clock 38 fathoms, with fine sand; 11 o'clock and 12 midnight, the same, mixed with shells. At 5 minutes to midnight, we filled our sails for 5 minutes to move ourselves away from the commander. At 1 o'clock, the commander, having changed his lying, almost immediately resumed the same tack; we imitated his manœuvre. At 2 o'clock, we filled our sails, as he did, by setting the spanker, the fore staysail and the main staysail. At 3 o'clock, we hove-to again, and 30 minutes later, we took soundings showing 29 fathoms, with a bottom of blue sand and white coral; at 5 o'clock, 31 fathoms with fine sand; at 6.30, fine sand and gravel. At 6.15 we tried twice to chapel the ship, but it wasn't until 6.35 that we succeeded in turning and crowding on sail (78) to rejoin the commander who was a long way to windward of us. At 6.40, sounding showed 28 fathoms, with a bottom of fine sand and coral.

Bearings taken at 8 o'clock in the morning of the 10<sup>th</sup>:

The most northerly point of land bore E.12°N

The most southerly bore S.12°E.

At 8.05, tacked the ship, as did the commander, and at 9 o'clock, the most northerly point of the land bore E.8°N and the most southerly bore S.11°E:

From 10 o'clock to midday, we rounded the point bearing E.8°N, and we realised that the land stretched forward away to starboard and produced an indentation, several of whose points we could see at midday from the quarter-deck.

Bearings taken at midday:

Point P, ahead of us, bore S.2°E

Point N, the furthest astern, bore S.3°30'W

Point O, that we rounded, bore S.27°W

- these point were so named following the work of the geographer [illegible]

(79) 10 to 11 [Prairial, Year 9, 30-31 May 1801]

Fine weather, calm sea. At 12.45, a reef was noted, bearing NW<sup>1</sup>/<sub>4</sub>W by the compass, 2<sup>1</sup>/<sub>2</sub> leagues distant; at the same time, Cape B bore S.25°W. At 1.30, we put the ship about and ran to windward of Point O; at 3.45, struck the topgallant sails and brailed up the courses to take soundings, which showed 25 fathoms, with a bottom of sand, shells and gravel.

Bearings taken at 4 o'clock:

Point N bore S.45°30'W

Point O bore S.6°30'W

At 4.30, tacked the ship and went on to the starboard tack.

At 5.15, the commander let us know, by means of three lanterns, that he had anchored; he then bore S.44°E. We went about and ran on the port tack until 6 o'clock, when we put the ship about



again. At 6.45, the *Géographe* bore SW¼W; we went on to the port tack and steered towards her. At 7 o'clock, we passed astern of the commander, who ordered us to anchor, which we carried out at once. At 7.40, we were anchored in 20 fathoms of water, with a bottom of muddy white sand mixed with blackish gravel. We ran out 100 fathoms of cable (80). At 1.30, the wind being squally, the *Géographe* dragged her anchor. We sighted some fires on the shore under which we were anchored.

Bearings taken at the anchorage:

Point N bore W.3°S

Point O bore WSW.2°30'S [sic]

Point P bore S.7°30'E.

From 4 o'clock to 8 o'clock in the morning, we unrigged the main topgallant sail and put the topsails on yarn ties. At 8 o'clock in the morning, the *Géographe* having sent its boat ashore and as ours was about to push off, the commander hailed us not to send it until his was back; we delayed its departure.

11 to 12 [Prairial, Year 9, 31 May – 1 June 1801]

Fine weather, choppy sea and gusty wind. At 2 o'clock, we sent a boat ashore which did not return until 5 o'clock. At 7 o'clock in the evening, the captain was back from his visit to the extremity of Point P, situated at S.7°30'E. At 7 o'clock in the morning, the commander gave us the order to set sail and to get under way first; at 9.30, we filled our sails on the starboard tack (81), with moderate winds from the ESE.

We took the following bearings:

Point N bore S.43°W

Point O bore S.2°W

Point P bore E.2°E [sic]

The most easterly land bore E.2°S.

Draft on 12 Prairial:- forward: 10 feet 6 inches; aft: 16 feet 6 inches; difference: 6 feet.

12 to 13 [Prairial, Year 9, 1-2 June 1801]

At 1.10 we tacked the ship, as did the commander, and we took soundings which showed 25 fathoms, with a bottom of pebbly sand. At 4 o'clock, we had 23 fathoms with the same type of bottom.

Bearings taken at 4 o'clock in the afternoon of the 12<sup>th</sup>:

The tip of the most easterly point bore E.16°N

Point P bore S.13°15'W

Point O bore S.31°W

Point N bore S.49°W.

From 4 o'clock to 8 o'clock, fine weather, cloudy sky, calm sea.

At 4.30, soundings showed 21 fathoms, with a bottom of grey sand; at 5 o'clock, the same depth and bottom; at 6.30, soundings showed 27 fathoms, with a bottom of sand and gravel (82).

Bearings taken at sunset on the 12<sup>th</sup>:

Point N bore W.41°S

Point O bore W.44°30'S.

Point P bore 5°30'W

The extremity of land to windward of us bore E.1°30'N

At 6.30 sighted a fire ashore which bore SW¼W. At 6.45, the commander having moored, we dropped anchor in 25 fathoms, with a bottom of sand and gravel. At 7.30 in the evening, I embarked with the captain to go and survey the fire that could be seen ashore and try to communicate with the natives of the country, but half-way, being forced to anchor to unstep the mast, we dropped our grapnel which we never managed to recover. During this period, we lost

an oar due to the clumsiness of one of the boat's crew, and seeing ourselves one league from shore without any possibility of assistance, we came to the decision to return to the ship, regretting not being able to carry out our plan. We arrived onboard at 2.30 in the morning. Each of our comrades asked if we had been able to communicate with the natives, but I could not satisfy their wish to learn about the reception that the inhabitants would have given us (83).

Bearings taken at the anchorage:

Point N bore W.18°15'5"

Point O bore W.28°15'5"

Point P bore W.61°15'5"

The most easterly point of land bore E.18°15'N.

At 8.30, we filled our sails, all sails set, on the port tack. At 9 o'clock and 10 o'clock, we took soundings which showed 25 fathoms, with a bottom of grey muddy sand

Bearings taken at 10 o'clock in the morning of the 13<sup>th</sup>:

Point n bore W.13°N, distance 3 leagues

Point O bore W.22°E, distance 2 leagues

Point P bore S.1°W, distance 3½ leagues

At 10 o'clock, tacked the ship and took soundings, showing 18 fathoms, with a bottom of sand and shell, and at 11 o'clock, showing 20 fathoms with a bottom of sand and broken shellss. Tacked the ship again at 11.30 and went on to the port tack, with the same bottom and depth as at 11 o'clock.

13 to 14 [Prairial, Year 9, 2-3 June 1801]

Fine weather, calm sea, cloudy sky. We took soundings every half-hour, with 18, 16, 16, 18, 19, 19, and 20 fathoms, with a bottom of sand mixed with gravel and broken shellss. From 4 o'clock to 8 o'clock, during the first two hours, the lead showed us a depth of 21 fathoms with a bottom of sand and small gravel; during the last two hours, we had 20 fathoms, with a sandy bottom [illegible] (84). At sunset, Point N bore N.89°W. At 8.10, we dropped the port anchor in 20 fathoms and ran out 65 fathoms of cable; the lead showed us, at the sides and ends of the ship, about 20 fathoms, with a bottom of red sand mixed with gravel.

Bearings taken at the anchorage:

Point N bore W.4°45'S, distance five leagues.

The tip of the land opposite what we will call J bore E.43°30'N, distance 10 leagues.

At 9.15, we got under way, close-hauled on the starboard tack.

Bearings taken at midday:

Point N bore W.48°15'S.

Point R bore E.10°45'S.

14 to 15 [Prairial, Year 9, 3-4 June 1801]

Fine weather, calm sea, light winds. At 1.45, we took soundings showing 23 fathoms with a bottom of white and red sand mixed with shiny gravel. At 4 o'clock, the same type of bottom and a depth of 18½ fathoms. (85)

Bearings taken at 4 o'clock on 14 Prairial:

Point N forming the starboard extremity of the gulf bore S.7°W

Another point appearing to form the port extremity of the same indentation bore N.65°E at a distance of 10 miles

The extremity of the northerly extension of land, designated under the name of the Udders, bore N.48°E.

At 4.45, the lead showed 16 fathoms with a bottom of fine sand; at 6 o'clock, 14 fathoms, and it continued to shoal from 14 to 13 fathoms, with the same type of bottom. We tacked the ship

and went on to the starboard tack and, shortly afterwards, we went on to the port tack, as we proceeded to the anchorage under three topsails, the fore-staysail and the spanker.

At 6.30, we dropped anchor in 13 fathoms of water, with a bottom of fine sand mixed with broken shells; the lead showed the same [depth] all around the corvette. From 8 o'clock to midnight, the currents driving us on the cable, we backed the mizzen topsail. Towards midnight, we sighted a fire on the hill, bearing S.6°W. Fine weather, calm sea and light wind.

(86) 15 to 16 [Prairial, Year 9, 4-5 June 1801]

At 6 o'clock in the morning, we sent two boats ashore, one under the command of Citizen Heirisson, and the other under the command of Citizen Freycinet. The first, after having moved a quarter-league inland, discovered a large expanse of brackish water to the south of the anchorage and, in moving along the coast to find its opening, he saw prints in the sand of bare feet and animal paws, that he judged to be those of a kangaroo and, going into the bush, he saw celery like that in Europe which he found very good. On the edge of the aforementioned pool, he saw some samphire. Coming back in the evening, he brought some of these two items, on which we gorged ourselves, promising to stock up on them. Citizen Freycinet, in his report, agreed strongly with that of Citizen Heirisson, which made us believe that there were inhabitants about. During his trip, he found a piece of kangaroo skin which he thought had been used as a cloak by one of these inhabitants, having put it to dry near a fire he had made. (87) He had moved away for a moment and, when he returned, he could no longer see it. The next day at 4 o'clock in the morning, two of our boats were sent off, accompanied by the *Géographe's* launch which, following the commander's order [illegible] had taken four days' rations.

16 to 17 [Prairial, Year 9, 5-6 June 1801]

The winds having eased a great deal, we launched the barge to send a letter to the commander that the captain had left on board. At 5 o'clock in the afternoon, the easterly winds were still blowing lightly and the sea still running a strong swell. At 7 o'clock, the long boat was back; Citizen Saint-Cricq, officer, and the scientists saw several savages but they managed to speak only to a woman who remained scared and from whom they learned nothing. Citizen Saint-Cricq approached her, leaving his weapons with those accompanying him, and put into a bag that the woman had several presents and mirrors and, seeing that this woman did not want to respond to the signs of friendship that he was making, he turned around, annoyed at not being able to learn anything from her. He had no sooner taken a few steps than this woman [ran away]. The day before, the commander had seen six savages, of whom five ran away. (88) At his approach, the sixth, an old man, advanced towards the commander, threatening him. The latter, showing the native his ship and making him understand he was not looking for him and he was going to withdraw from the land which belonged to him [the native].

The commander, seeing that he could not find out anything from this native, took the opposite course and plunged into the woods with all his followers. Cloudy sky and biting air.

17 to 18 [Prairial, Year 9, 6-7 June 1801]

Moderate easterly winds. At 7 o'clock in the evening, the captain's gig was back, and it reported to us the unfortunate news that the *Géographe's* launch was stranded on shore. The captain wrote at once to the commander, who was extremely worried; a boat was sent at once and I went to the commander's ship to take him the letter. The commander, having considered that Captain Hamelin had not given him enough details in his letter, made up his mind to go aboard his boat, and as soon as I was back on my ship, I conveyed to the captain the order that the commander had given me. (89) The captain boarded his gig at once to go to the *Géographe* and returned shortly afterwards.

18 to 19 [Prairial, Year 9, 7-8 June 1801]

Strong north-easterly winds, very rough sea. The *Géographe*'s boat came alongside at 4 o'clock in the morning to bring us the order to get our long boat ready and to load into it all that was necessary to be able to repair the grounded launch, but the bad weather prevented the two boats from sheering off.

Bearings taken at 7 o'clock in the morning:

The sand cliff bore S.55°E, and

The Udder bore N.41°E

At the same time, the commander gave [us] the written order to get under way to go and anchor inside the bay. We at once turned the capstan but, the heavy sea [causing the ship to] labour a great deal and the cable coming home only with difficulty, [with the result] that at 8.30, all the capstan bars were broken and the little cable that we had hauled in, ran out in a rush. [This resulted in] one of our quarter masters being seriously wounded in the leg. At 9 o'clock, the *Géographe* set sail, recalling its boat that was alongside; one of our officers was on board regulating the chronometers. (90) We started turning the capstan again, the cable straining so much that the nippers broke several times. At 2.30, we heaved with a messenger [in order] to turn the capstan with more force. At 3 o'clock, the flukes of the anchor separated from the shank; we ended up taking in the slack of the remainder of the cable and catted the section of the cable. At 3.30, we set course NW¼N and anchored at 5 o'clock in 9 fathoms of water, with a bottom of fine sand, and ran out 50 fathoms of cable. The *Géographe* was to the SE of us; Captain Hamelin had been on board. At 5.30, we saw two fires to the south-west. Moderate winds from the ENE, the sea a little rough. On the 19<sup>th</sup>, at 4 o'clock in the morning, the long boat left [in company] with the commander's gig, to take help to the stranded launch.

19 to 20 [Prairial, Year 9, 8-9 June 1801]

North-easterly winds, freshening greatly; our long boat went to the *Géographe* to take some of the people who were ashore, and it was sent again to go and pick up the remainder of the people. Seeing we could not repair the launch, we abandoned it with all the tools we had carried ashore. Fired several flares to indicate our position to the two boats, being very anxious about [illegible] the jolly boat came alongside, announcing to us that it was followed by the long boat (91). At the same moment, the ship dragging its anchor in a wind gust, we ran out some cable but, realising that in spite of having run out some cable, it was still driving rapidly onshore, the captain came to the decision to get under way. We turned [the capstan] at once, the ship still falling off to leeward towards the shore. With the capstan not experiencing much resistance from the cable, we presumed that this latter had parted or that the anchor was damaged, which we verified at 10.30 in the evening for, having finished hauling the tow on board, we became aware that the anchor had only one fluke. It was at once fished and catted, and we proceeded under our topsails and the foresail, with variable and very weak north-easterly winds. From 4 o'clock to 10 o'clock in the morning, we wore ship twice to work to windward of the coast that we had sighted at 7.15 in the evening. Point N bore N.62°W and, at 7.30 in the morning, bore W.19°N. Fresh breeze, rough sea and overcast sky.

20 to 21 [Prairial, Year 9, 9-10 June 1801]

At 1.30 in the afternoon, we wore ship and went on to the starboard tack, with a strong gusty wind. At 2.30 we sighted the *Géographe* ahead and to windward of us, running on the opposite course. Wore ship at 3.30 and again at 4.30 (92)

The commander bore due north of us at 5.15. At 8 o'clock and at midnight, wore ship.

Bearings taken at 2.30 in the afternoon:

The starboard tip of the entrance to the gulf, or Point N, bore N.78°W, distance 10 miles. At 3.30, the same point bore N.80°W, distance 8 miles.

At 4.30, the most easterly extremity of land bore ENE5°E and Point N bore W¼NW, estimated distance 4 leagues. Point N bore W.5°N and the extremity of land visible bore NE. the weather as gloomy, with strong and gusty winds.

21 to 22 [Prairial, Year 9, 10-11 June 1801]

During the night, the kedge anchor was carried away by a heavy wave which broke double lashings. I am even very surprised that it did not drag the bowsprit with it. In spite of the observation that the first lieutenant had made to the captain that the bowsprit ran the risk of being broken by a strong wave which could drag with it the kedge anchor which was hanging below, the captain did not listen to the first lieutenant's observation although [it was] correct, and he was very surprised to see an anchor [illegible] lost. The time will no doubt come when it is realised that to give the command of a ship to people with no talent for it (93) and who tremble at the first sign of bad weather, is to put the ship in jeopardy. Heavy sea, strong wind, much lightning on the horizon. At 2 o'clock in the morning, wore ship. The fore staysail having torn, we bent another to have time to repair the damage. At 5.30 in the morning, we wore ship and steered close-hauled on the starboard tack; the two watches were on deck because of the weakness of our crew. At 8 o'clock in the morning, Point N bore due west of us but, the winds having drawn forward, in a squall, by two rhumbs, we were forced to put the ship about; the foresail boom broke through the negligence of the topmen who failed to change it before going about. At midday, went on to the starboard tack.

22 to 23 [Prairial, Year 9, 11-12 June 1801]

Squally weather, very heavy sea. Fresh, gusty wind blowing from the WNW.

Bearings taken at 2.30 in the afternoon:

The middle of the two hills bore E.5°S.

At 4.30, the extremity of land in sight bore NNE.1°E, distance 10 leagues.

At 9.10 in the evening, wore ship [illegible]. Fired two flares and hoisted a lantern each half-hour to make our position known to the commander, whom we had not yet managed to sight. (94) At 4 o'clock in the morning, wore ship and went on to the port tack. The commander still out of sight.

23 to 24 [Prairial, Year 9, 12-13 June 1801]

Squally weather, moderate, slightly gusty breeze from the **{no direction given}**. At 6 o'clock in the evening, wore ship and set course to the SW and SSW. At midnight, wore ship; the sea very rough, strong wind with strong gusts, with much lightning from the SSW to the NW.

24 to 25 [Prairial, Year 9, 13-14 June 1801]

Fine weather, calm sea, offshore winds, during the whole watch, we were on course E¼NE, NE, NNE and north. At 3.15, tacked the ship, being only five to six leagues from shore, and steered close-hauled on the other tack. At 5.30, hove-to, being 15 to 18 miles from shore; soundings showed 25 fathoms with a bottom of fine sand. At 5.50, filled our sails and resumed course. At 7.15, the winds having shifted in a gust, we went on to the port tack by tacking the ship. At 7.45, the lead showed 45 fathoms, with a bottom of fine sand which was not as white as the first. At 10.30, tacked the ship to go on to the starboard tack. Took soundings every half-hour and continually found 26 fathoms with a bottom of fine sand and coral; at 1 o'clock in the morning, 31 fathoms; 1.30 and 2 o'clock, 24 fathoms; 2.30 and 3 o'clock, 27 fathoms; 3.30, 29 fathoms; 4 o'clock, 28 fathoms, with a bottom of fine white sand. At 6.30 and 7 o'clock, 27 fathoms, with fine sand and coral. From 7 o'clock to 10 o'clock, the sea shoaled gradually, reaching 13 fathoms, with a bottom of fine sand mixed with coral and broken shells. From 10 o'clock to 10.30, we passed over a bed of sea-grass separated by undersea deposits {?} that were easy to make out, appearing (95) to rise above the seafloor by 14, 13, 12, 11 and 10 fathoms. At 10.30 in the morning, we dropped anchor in 9 fathoms, with a bottom of plain grey sand.

Bearings taken at the mooring:

The western tip of Rottnest Island bore W½N

The south-west tip bore W.27°S.

The western tip of the island which lies to the east of Rottnest Island bore S.9°E.

A small island or rock which lies to the east of this latter bore S.25°E.

The visible southern extremity of the mainland bore S.39°E.

25 to 26 [Prairial, Year 9, 14-15 June 1801]

Fine weather, calm sea, fine breeze from the WNW. We sent a long boat to reconnoitre Rottnest Island; it was back at 8 o'clock in the evening. They brought back five fur seals, including a live one. The officers in charge of this mission planted a national flag on the raised hill closest to the shore to inform the *Géographe* of our position in case it should pass by when we were no longer at the anchorage. At 1.30 in the morning, a squall struck us during which we dragged our anchor and ran out 90 fathoms of cable to hold on. Grey weather, rough sea and cloudy sky, strong gusty westerly winds, variable to the WNW.

26 to 27 [Prairial, Year 9, 15-16 June 1801]

Squally weather, strong gusty westerly winds, variable to W¼N. Our long boat was sent, under the command of Citizen Saint-Cricq, to go and reconnoitre the Swan River. At 8.30 in the evening, the corvette dragging its anchor, we dropped (96) our sheet-anchor, with 30 fathoms of cable. The night order was to fire the swivel gun each hour and to fire a flare every half-hour to make our position known to the long boat. At 6.30 in the morning, we sighted it to the

north-east, five miles away. At 9 o'clock it was back without, due to the bad weather, being able to moor and reconnoitre the Swan River.

27 to 28 [Prairial, Year 9, 16-17 June 1801]

Grey weather and cloudy sky, blowing a fresh off-shore breeze, with strong squalls. At 6.30 in the morning, the jolly boat and the barge were sent, with two days' rations, to Rottnest Island. The long boat took six days' rations to go and reconnoitre the Swan River, under the command of Citizen Heirisson. At 8.30 in the morning, I boarded the launch, in company with Citizen Millius, lieutenant, and Citizen Levilain, zoologist, to go and reconnoitre the island lying to the south of the anchorage. We took two day's rations.

28 to 29 [Prairial, Year 9, 17-18 June 1801]

Squally weather, rough sea, cloudy sky. All night long, we kept a lantern hoisted to the mizzen gaff to make the corvette's position known to the boats which were away. Fired flares each half-hour without being able to see [illegible] to reach the ship. Squally weather accompanied by rain and lightning, the sea very rough, [and] moderate off-shore winds. At 10 o'clock in the morning of the 29<sup>th</sup>, the barge was back alongside; it brought the news that the jolly boat was aground and could only be got off with the help of a large boat. The crew of [the jolly] boat were lacking water and had very few rations. (97) The sea being still very rough and the wind too strong for a barge to act as a big boat, we had to await the return of the launch. We did not then know [it] was ashore, without rations and without any hope of being able to find replacements for those that were lost when we ran ashore, unless some were sent from the ship which was not possible for the moment.

29 to 30 [Prairial, Year 9, 18-19 June 1801]

Fine weather, calm sea. A barge was sent, under the command of Citizen Couture, midshipman, at 9.30 in the morning to go and join the long boat. At 2 o'clock in the afternoon, the *Géographe* was sighted, under topsails, about 24 miles away to the SSW, but we lost sight of it two hours later. From midnight to 4 o'clock, the winds varied from easterly to the SSE. At 2.30 in the morning, sighted two fires, one to the ESE and the second bearing E $\frac{1}{4}$ SE. At 3 o'clock, sighted two flares to the SE $\frac{1}{4}$ S. A fire was also seen on Rottnest Island, to the WSW. Throughout the night, violent squalls, accompanied by rain and lightning, with a fresh breeze and strong gusts. At 8 o'clock in the mooring, the corvette *Le Naturaliste* got under weigh and dropped anchor four hours later.

30 Prairial to 1 Messidor [Year 9, 19-20 June 1801]

The off-shore winds having freshened and the corvette dragging on its mooring, 90 fathoms of cable were run out. At 4 o'clock in the afternoon, dropped the starboard anchor, leaving [illegible] the range of 30 fathoms which had been made. Squally weather, rough sea and the wind [illegible] very sharp.

1 to 2 [Messidor, Year 9, 20-21 June 1801]

At 9 o'clock in the morning of the 2<sup>nd</sup>, the corvette *Le Naturaliste* [illegible] got under way and, at the same time, one of the barges was sent to Rottnest Island. The barge sent the day before to Rottnest Island arrived alongside at 10 o'clock in the morning; it brought the news (98) that the launch had run aground. On the 29<sup>th</sup>, at 8.30 in the morning, this boat was sent immediately with six days' rations and some of the things which Citizen Millius had requested for the repair of the launch. In the evening, I boarded the barge and asked the captain for all the things necessary for the repair of the launch. At 4 o'clock in the evening, the jolly boat and the barge were back from Rottnest Island. Almost no wind, clear sky and the sea running a swell, patchy winds blowing from the ENE.

2 to 3 [Messidor, Year 9, 21-22 June 1801]

Moderate easterly winds, fine weather, calm sea, clear sky. At 7.30 in the morning, I received the captain's verbal order to board the barge but, finding me indisposed, the captain sent the boat to the mainland. The boat being back alongside, I asked the midshipman in charge to ask the captain for the things that Citizen Millius considered very urgent for the repair of the launch. I boarded the barge in the evening with the aforementioned objects.

3 to 4 [Messidor, Year 9, 1801]

At 2 o'clock in the afternoon, the hand-mill was set up on the port side aft of the ship. At 4 o'clock in the evening, the long boat was back. Citizen Heirisson brought a bottle of fresh water that he had drawn in the upper reaches of the Swan River. At 11 o'clock in the evening, we hoisted out the launch. Shortly after we had shoved off, we sighted the jolly boat coming to rescue us if needed. I was then in the barge and I was supposed to warn the captain that the launch was on its way to the ship. Fine weather, calm sea, moderate off-shore breeze.

(99) 4 to 5 [Messidor, Year 9, 23-24 June 1801]

Fine weather, calm sea, winds from the ENE, variable to the NE and NNE. At 9 o'clock, we hoisted in the launch; at the same time, the long boat was, under command of Citizen Saint-Cricq, going to Fur Seal Island, the name we had given it because of the large number of fur seals that could be seen there. The barge was sent, under the command of the boatswain, to Rottnest Island.

5 to 6 [Messidor, Year 9, 24-25 June 1801]

At 2 o'clock in the afternoon, the barge was back and it was sent again, under the command of the master's mate, to Rottnest Island. Fine weather, calm sea, fresh north-easterly breeze, variable to the NNE.

6 to 7 [Messidor, Year 9, 25-26 June 1801]

At 3.30 in the afternoon, the long boat was back from its mission. On the 7<sup>th</sup>, at 10 o'clock in the morning, we fired three shots from the swivel-gun and hoisted a flag to the masthead to recall the barge which was at Rottnest Island. Fine weather, calm sea, light westerly winds.

7 to 8 [Messidor, Year 9, 26-27 June 1801]



Fine weather, calm sea, light westerly winds, variable to the WSW. The barge arrived back at the ship at 3 o'clock in the afternoon and brought a sea snake. At 7.30 in the morning of the 8<sup>th</sup>, the captain boarded the long boat. The southerly winds swung to the east.

8 to 9 [Messidor, Year 9, 27-28 June 1801]

We got ready to set sail on the 9<sup>th</sup>. At 7 o'clock in the morning, we got under way with moderate north-easterly winds. At midday, we took soundings, showing 26 fathoms with a bottom of sand mixed with gravel and broken shells. Fine weather, calm sea and cloudless sky.

9 to 10 [Messidor, Year 9, 28-29 June 1801]

Overcast and squally weather, with much lightning to the west. At 2 o'clock in the afternoon, the lead showed 27 fathoms, with a bottom of grey sand, coral and gravel.

(100) From 8 o'clock to midnight, the winds swung to the ESE and SE; at 10.15, we were trimmed close-hauled on the port tack. At 4 o'clock in the morning, we wore ship. Fine weather, the sea a little rough, and a moderate wind. At daybreak, we sighted land eight leagues ahead. At 11.15, the lead showed 25 fathoms, with a bottom of sand and broken shells; at midday, 23 fathoms and the same bottom. At 11.30, we observed a current running from NNW to SSE.

10 to 11 [Messidor, Year 9, 29-30 June 1801]

Fine weather, calm sea, moderate winds from the SSE, variable to the ENE, NNE and north. At 8 o'clock in the evening, the lead showed 24 fathoms, with a bottom of sand and rocks. From 8 o'clock to midnight, we took soundings every half-hour, and the bottom varied from 22 fathoms to 32 fathoms, after which no bottom was found. At midnight we brought the ship to, port side to the wind. At 3 o'clock, we filled our sails and took soundings three times without finding bottom using a 90-fathom line. At 5.15, the lead showed 30 fathoms, with a bottom of rocks; at 6.30, 30 fathoms, with rocks and broken shells; at 6.30 and 7 o'clock, 25 fathoms with rocks and coral; at 7.45, 20 fathoms with rocks; at 9.35, 22 fathoms, with broken shells and coral. At the same time, tacked the ship and went on to the starboard tack.

Bearings taken at midday:

The most northerly peak bore NE $\frac{1}{4}$ N

The north-easterly one bore NE1°N

The most southerly bore NE1°E

11 to 12 [Messidor, Year 9, 30 June -1 July 1801]

Fine weather, calm sea, variable winds from the NNO, WSW, [and] west. At 12.15 and 4 o'clock, tacked the ship. At 5 o'clock in the evening, took soundings every half-hour, showing 27, 24, 23, 23, 24 and 29 fathoms, with a bottom of rock and coral. We had a lot of rain during the night. At 4 o'clock in the morning, wore ship and went on to the port tack. (101).

Bearings taken at midday:

The tip of the big cliff to the south bore E.25°15'S

The northern tip of the next big cliff bore E.7°15'S, estimated distance 11 miles.

Fine weather, the sea running a swell.

12 to 13 [Messidor, Year 9, 1-2 July 1801]

Fine weather, light off-shore winds, sailing under all sails to bring us closer to land. At 1 o'clock, the lookout warned that he could see breakers towards the shore and to seaward; at the same time we were steering close-hauled on the starboard tack. From midday to 4 o'clock, the lead showed from 21 to 27 fathoms, with a bottom of coral and fine, white gravel, mixed with broken shells. From 4.30 to 8.30, [we] took soundings every half-hour, recording 28 fathoms, with a bottom of coral and gravel; 26, 26, 26, 25 fathoms, with a bottom of rocks and gravel.

At 4.30 in the morning, tacked the ship and ran close-hauled towards shore; at 6 o'clock, tacked again. The winds having swung to the WNW, we were in irons and went on to the port tack.

13 to 14 [Messidor, Year 9, 2-3 July 1801]

Squally weather, rough sea, northerly and north-westerly winds with strong gusts. At 6 o'clock in the evening, tacked the ship and went on to the port tack, the wind still very violent and with lightning all around the horizon. At 10.30, wore ship, the weather unchanged. Towards 6 o'clock in the morning, we set course under the main staysail, fore staysail, and mizzen staysail; we still had rain.

14 to 15 [Messidor, Year 9, 3-4 July 1801]

The wind not looking as though it would change, we stayed on the same heading. Squally weather, rough sea, much patchy rain. From midnight to 3.30, we ran out 87 fathoms of line without finding bottom. At 1.30 in the morning, we went on to the port tack and ran out 70 fathoms of line without finding bottom. The weather having fined up, we hauled aboard the foresail tack and set the mizzen topsail; winds to the WNW with strong gusts.

15 to 16 [Messidor, Year 9, 4-5 July 1801]

Squally weather, the sea very rough, [with] a strong westerly wind blowing. From 9 o'clock to midnight, and from midnight to 4 o'clock in the morning, we took soundings each half-hour without being able to find bottom, running out 87 fathoms and 100 fathoms of line. The winds having swung to the north-west, and then to the NNW, we trimmed our sails and bore up to the north-east. Fine weather, and the sea running a swell.

16 to 17 [Messidor, Year 9, 5-6 July 1801]

Fine weather, calm sea, moderate north-westerly winds. At sunset, we determined the amplitude, which gave us a variation of  $7^{\circ}15'NW$ . At 8.30 in the evening, having been taken aback, we went on to the port tack and, every hour, ran out 100 fathoms of line without finding bottom. At 1 o'clock, we hove-to, port side to the wind; at 3 o'clock, hove-to on the other tack, and ran out 115 fathoms of line without finding bottom. At 6 o'clock in the morning, wore ship and filled all our sails. At 11 o'clock, we put the ship about, the wind still gusty from the WNW, variable to the north.

Bearings taken at midday:

White cliff bore  $E.4^{\circ}30'N$ , distance 23 miles

The closest hill bore  $E.5^{\circ}30'S$ , distance 25 miles

The most distant hill bore  $E.10^{\circ}30'S$ , distance 28 miles

17 to 18 [Messidor, Year 9, 6-7 July 1801]

Weather overcast with squalls, accompanied by rain, the winds from  $NW\frac{1}{4}N$ , variable to the NW and WNW. At 2.45, tacked the ship. (103) At 6 o'clock, missed stays; we bore up, wore ship and went on to the starboard tack. At 9 o'clock in the morning, a violent squall, accompanied by rain, forced us to reef the topsails. Took soundings every hour and ran out 60 fathoms of line without finding bottom.

18 to 19 [Messidor, Year 9, 7-8 July 1801]

Gloomy weather, overcast sky, the sea running a swell. Land in sight a great distance away. At midnight, we hove-to, port side to the wind. Took several soundings without finding bottom. At 6 o'clock in the morning, we filled all sails, with light winds from the WSW, variable to  $SW\frac{1}{4}W$ .

19 to 20 [Messidor, Year 9, 8-9 July 1801]

Fine weather, smooth sea, moderate breeze from the SW and SSW, variable to the SE. At 1 o'clock, we steered an easterly course, sighting the Abrolhos very clearly a moderate distance away. We then course to the WNW and, shortly afterwards, to the NW. At 4.45, we hove-to; at the same time, the lead showed 34 fathoms, with a bottom of fine sand. The soundings and the bottom did not vary until 8 o'clock in the evening. We filled our sails for 10 minutes and then hove-to again, taking soundings every half-hour from midnight to 4 o'clock; the lead showed 32 fathoms constantly, with a bottom of fine white sand. At 4 o'clock, the winds having veered to the ESE, we hove-to on the starboard tack.

At 3.30, we saw a shining meteor of the type commonly called a 'shooting star'. We filled our sails. At midday, the lead showed 34 fathoms with a bottom of fine sand mixed with broken shells.

20 to 21 [Messidor, Year 9, 9-10 July 1801]

Fine weather, calm sea, light south-easterly winds, variable to the ESE. From 4 o'clock to 8 o'clock in the evening, the lead showed 29 to 30 fathoms, with a bottom of blackish sand. At 8 o'clock, we hove-to, port side to the wind. From 8 o'clock in the evening to 4 o'clock in the morning, the lead showed 29 and 28½ fathoms, with a bottom of fine sand. At 2 o'clock, we changed our lying and, at 5.30 in the morning, we filled our sails.

21 to 22 [Messidor, Year 9, 10-11 July 1801]

Fine weather, calm sea, light easterly winds to the SSE and SE. At 8 o'clock in the evening, hove-to, port side to the wind. From 4 o'clock to 8 o'clock, the lead showed 30, 30 fathoms, with a bottom of grey sand and broken shells; 28, 28, 32 and 33 fathoms, with grey sand and gravel. At 2 o'clock in the morning, we filled our sails and hove-to once more. At 4 o'clock, the lead showed 32 and 37 fathoms, with a bottom of grey sand.

At 5 o'clock, filled our sails and, at 7 o'clock, tacked the ship with all sails set. Took soundings every half-hour, showing 35, 38, 37 and 36 fathoms, with a bottom of sand mixed with gravel and broken shells. At 11 o'clock, tacked the ship and went on to the starboard tack.

22 to 23 [Messidor, Year 9, 11-12 July 1801]

Overcast weather, calm sea and light winds from N¼NW to the north and NNE. At 1 o'clock, the lead showed 37 fathoms, with a bottom of red sand and small gravel. At 8.30 in the evening, being two leagues offshore and standing into land, we tacked the ship.

23 to 24 [Messidor, Year 9, 12-13 July 1801]

Moderate northerly wind, variable to the NNE and NNW. Squally weather, and the sea a little rough. At 4.30, wore ship and settled on the port tack. At 1.30 in the morning, the lead showed 50 fathoms, with a bottom of red sand. Towards 4 o'clock, we had a still period, the ship almost not making steerage way. Dark sky, rain falling constantly. Towards 9 o'clock, [the wind] freshened from the NNE.

(105) 24 to 25 [Messidor, Year 9, 13-14 July 1801]

Squally weather and constant rain. Calm sea, overcast sky and horizon. Winds from the NNE, variable to the NNW and south. At 7.30, the lead showed 37 fathoms, with a bottom of reddish sand; at the same time, the winds swung suddenly to the SSW. From 4 o'clock to 10 o'clock in the morning, flat calm. At sunrise, we hoisted the flag to the peak in celebration of the anniversary of 14<sup>th</sup> July. At 11 o'clock, we sighted land 30 miles away; the lead still showed 37 and 36 fathoms, with a bottom of sand and, sometimes, coral.

25 to 26 [Messidor, Year 9, 14-15 July 1801]

Light winds from the NNW to SW. At 4.30 in the evening, fired a 21-gun salute to commemorate the 14<sup>th</sup> July, whose anniversary was celebrated. At 6.45, a squall developed to the south-west, with lightning and turning a little, accompanied by light rain. We steered to the NNW. From 9 o'clock in the evening until midnight, the lead showed 38, 42, 42, and 43 fathoms, with a bottom of fine sand. At daybreak, land was sighted, and we set all sails to stand into it. At midday, the lead showed 47 fathoms, with a rocky bottom.

26 to 27 [Messidor, Year 9, 15-16 July 1801]

Fine weather, calm sea, cloudy sky and horizon, south-westerly winds variable to SW¼W. At o'clock in the evening, the lead showed 58 fathoms, with a bottom of fine sand. At 9 o'clock, 10 o'clock, and 11 o'clock, ran out 90 fathoms without finding bottom. The soundings showed 80 fathoms, with a bottom of [illegible] and muddy sand. At daybreak, sighted land, which seemed to me to be the entrance to Shark Bay. At 5 o'clock and 6 o'clock, found bottom at 60 fathoms.

(106) 27 to 28 [Messidor, Year 9, 16-17 July 1801]

Fine weather, calm sea, easterly winds, variable to the SSW. We sailed along the coast of Dirk Hartog's Island and took soundings, showing 45 fathoms with a bottom of red sand. At 7.45 in the morning, we dropped the port anchor in 18 fathoms of water, with a bottom of fine, muddy sand, and ran out 60 fathoms of cable. At 8 o'clock in the morning, the jolly boat was sent to take soundings; it was back at 9 o'clock. We fired two cannon shots. From 10 o'clock to midnight, a strong current, carrying us to the ESE, put the ship almost broadside-on

28 to 29 [Messidor, Year 9, 17-18 July 1801]

Fine weather, calm sea, southerly winds, almost calm. Until 7 o'clock on the morning of the 29<sup>th</sup>, very uncertain weather and still; a breath of wind from N¼NE gave us hope of getting under way, but the calm returned. The long boat, under the command of Citizen Saint-Cricq, was sent to Dorre Island and the barge, under the command of the boatswain, was sent to Dirk Hartog's Island.

29 to 30 [Messidor, Year 9, 18-19 July 1801]

Fine weather, smooth sea, light northerly winds, variable to the NNW. Standing on course under the fore topsail, the mizzen topsail and the jibs.

At 1.30, we dropped the port anchor in 13½ fathoms, with a bottom of sand and fine gravel, and ran out 35 fathoms of cable.

Bearings taken at the anchorage:

The north-west tip of Dirk Hartog's Island bore W.13°N

The visible southern extremity of the same island bore S.9°E

The middle of Dorre Island bore N.17°W

While we were under way, we took soundings (107) and found 15 and 13 fathoms, with a bottom of sand and gravel. At 9.30 in the evening, the long boat was back. The barge did not return until the next day at 10.30 in the morning.

30 Messidor to 1 Thermidor {Year 9, 19-20 July 1801}

Squally weather, blowing a moderate south-westerly wind, variable to the west. Cloudy sky and patchy light rain. At 7 o'clock in the evening, we realised that we were dragging our anchor; we ran out up to 80 fathoms of cable. The tide was observed to set to the north-west;

observations were made at 8.30 and 9 o'clock. At midday, the current was still setting to the same direction.

1 to 2 [Thermidor, Year 9, 20-21 July 1801]

Fine weather, the sea a little rough, southerly winds, variable to the SSW. We observed a strong current setting to the ESE. At 7 o'clock in the morning, we weighed the starboard anchor and, when it was high, we noticed that the shank was broken off 2½ feet from the flukes. We cast the starboard anchor and ran out 50 fathoms of cable. At 9 o'clock in the morning, a boat was sent, under the command of the chief quartermaster, to Dirk Hartog's Island to observe the tide.

2 to 3 [Thermidor, Year 9, 21-22 July 1801]

Fine weather, smooth sea, winds from the SSE, variable to the ESE. During the morning of the 3<sup>rd</sup>, dropped the port anchor, the current setting to the ESE.

3 to 4 [Thermidor, Year 9, 22-23 July 1801]

Fine weather, calm sea, clear sky, winds to the ESE. During the afternoon, weighed the starboard anchor and cast the port one, running out a length of cable of 30 fathoms. At 11.15 in the evening, the current ebbed towards the ESE.

4 to 5 [Thermidor, Year 9, 23-24 July 1801]

Fine weather, smooth sea, clear sky (108), winds from the WSW, variable to the north and north-east. At 4.30, it was slack water; at 5 o'clock, the tide set to the east. At 9 o'clock in the morning of the 5<sup>th</sup>, the tide started to set to the west.

5 to 6 [Thermidor, Year 9, 24-25 July 1801]

Fine weather, smooth sea, the sky a little cloudy. Winds from the WSW, variable to the south-east, via the south. The chief quartermaster, coming to report to the captain his observations regarding the tides, brought a pewter plate found on Dirk Hartog's Island, on which there was a Dutch inscription. The next day, it was sent back to be placed, with the addition of a flag. Shortly afterwards, the captain boarded his gig.

6 to 7 [Thermidor, Year 9, 25-26 July 1801]

Cloudy sky, choppy sea, and moderate south-westerly winds, variable to the west. Burned some priming and candles to indicate our position to the jolly boat. At 2 o'clock in the morning, it was back

7 to 8 [Thermidor, Year 9, 26-27 July 1801]

Squally weather, with rain; light winds from the NNE, variable to the north.

8 to 9 [Thermidor, Year 9, 27-28 July 1801]

Foggy weather, with squalls and patchy light rain, with moderate south-westerly winds. At midday, the tide had started to ebb towards the west.

9 to 10 [Thermidor, Year 9, 28-29 July 1801]

Fine weather, calm sea, cloudy sky, south-easterly winds, variable to the SSE, eased greatly. At 8.45, the tide ebbed towards the ESE. Two men were sent to Dirk Hartog's Island with 15 days' rations. They have to stay there to signal the *Géographe* if it should appear on the coast. Towards 8 o'clock in the evening, the captain assembled the officers in his quarters, to decide what should be done in case of separation from the *Géographe*, as [happened] now. It was

decided that we would wait for as long a time as the water supply on board allowed; it was found to be reduced to 70 casks.

10 to 11 [Thermidor, Year 9, 29-30 July 1801]

Fine weather, calm sea, clear sky. Winds from the ENE, variable to the NW, almost still. At 1.50, the tide turned and ebbed towards the west. Sighted several meteors.

11 to 12 [Thermidor, Year 9, 30-31 July 1801]

Squally weather, rough sea and the wind from the WSW, variable to the SW, with strong gusts. At 4.30, the tide started to turn.

12 to 13 [Thermidor, Year 9, 31 July-1 August 1801]

Squally weather, southerly wind, variable to S<sup>1</sup>/<sub>4</sub>SE, SSE, and ESE. At midday, we set sail under topsails and the mizzen topsail, and ran to the ESE. We took soundings, and found 6 to 9 fathoms, with a bottom of sand, coral and broken shells. At 3 o'clock, dropped the starboard anchor in 9 fathoms.

Bearings taken at the anchorage:

The visible north-west tip of Dirk Hartog's Island bore W.6°S

The visible south-east tip of the same island bore W.39°S

The middle of the island inside the bay bore E.12°S.

13 to 14 [Thermidor, Year 9, 1-2 August 1801]

Fine weather, calm sea, clear sky. Winds from the south, SE, SSE and ESE. At 10 o'clock, the tide turned towards the south-east.

(110) 14 to 15 [Thermidor, Year 9, 2-3 August 1801]

Fine weather, calm sea, clear sky, the winds from the SSE and SE, almost no wind all afternoon. At 2 o'clock in the evening, the long boat was sent to sail around Shark Bay, under the command of Citizen Freycinet with me as his assistant.

15 to 16 [Thermidor, Year 9, 3-4 August 1801]

Fine weather, calm sea, the sky a little cloudy, light winds from the ESE, variable to the SSE and south. At 2.15 in the afternoon, the corvette *Le Naturaliste* set sail and ran constantly to the ESE until 6 o'clock in the evening, when we anchored in 8 fathoms, with a sandy bottom. At 5.30 in the morning, Citizen Saint-Cricq embarked in the jolly boat to go and look for an anchorage, and did not return until 10 o'clock in the morning of the 16<sup>th</sup>. At 11 o'clock, Citizen Millius sighted thick smoke ashore, which arose suddenly. The captain, wondering what could have caused this type of eruption, sent the jolly boat under the command of Citizen Saint-Cricq.

16 to 17 [Thermidor, Year 9, 4-5 August 1801]

Fine weather, calm sea, cloudless sky, light south-westerly winds, variable to the west and north. At 2 o'clock in the afternoon, we set sail under topsails, jibs, and staysails, and ran continually to the ESE, until 5 o'clock when we anchored in 5 fathoms with a sandy bottom. At 9 o'clock in the evening, the jolly boat was back and reported that the smoke seen from the ship was from fires made by the natives who numbered nine, with as many men as women.

17 to 18 [Thermidor, Year 9, 5-6 August 1801]

Fine weather, calm sea, light northerly winds, variable to the SSW and south.

18 to 19 [Thermidor, Year 9, 6-7 August 1801]

Fine weather, smooth sea and cloudless sky, light southerly winds variable to the SSE. At 4 o'clock in the morning, swung out the launch, along with the jolly boat and the barge, and put on board most of the things necessary for the camp set up ashore for the repair of the launch.

19 to 20 [Thermidor, Year 9, 7-8 August 1801]

Fine weather, calm sea, almost no wind, overcast horizon.

20 to 21 [Thermidor, Year 9, 8-9 August 1801]

Fine weather, calm sea [illegible] sky cloudy at times, and foggy horizon. Very light winds from the SSE, variable to the SSW and SE. At 1 o'clock in the morning, the tide turned towards the north-west.

21 to 22 [Thermidor, Year 9, 9-10 August 1801]

Fine weather, the sea a little rough, cloudy sky and foggy horizon. Moderate winds from the SSW, variable to the SSE.

22 to 23 [Thermidor, Year 9, 10-11 August 1801]

Fine weather, the sea a little rough, moderate gusty southerly winds, variable to the SSE and SE.

23 to 24 [Thermidor, Year 9, 11-12 August 1801]

Fine weather, smooth sea, moderate winds from the SSE.

24 to 25 [Thermidor, Year 9, 12-13 August 1801]

Fine weather, calm sea, clear sky, moderate winds from the ESE, variable to the south.

25 to 26 [Thermidor, Year 9, 13-14 August 1801]

Fine weather, smooth sea, cloudy sky, moderate breeze from the SSW, variable to the SE. At midday, the currents were setting to the south-east. At 7.45 in the morning, the sun was up [illegible] (112) above the horizon when I saw the thermometer reading 10.5°.

26 to 27 [Thermidor, Year 9, 14-15 August 1801]

Fine weather, the sea a little rough. Fresh breeze from the SSE, variable to the SE. At 2 o'clock in the afternoon, we were back from our expedition.

27 to 28 [Thermidor, Year 9, 15-16 August 1801]

Fine weather, rough sea, moderate south-easterly breeze.

29 to 30 [Thermidor, Year 9, 17-18 August 1801]

Fine weather, calm sea, cloudless sky, light south-easterly wind. At 3.45 in the afternoon, the long boat was sent, under the command of Citizen Ransonnet, with two days' rations, to pick up the two men stationed on Dirk Hartog's Island.

30 Thermidor to 1 Fructidor [Year 9, 18-19 August 1801]

Fine weather, clear sky, smooth sea. Light winds from the ESE, variable to the north. The long boat, back on the 30<sup>th</sup> Thermidor, was sent at daybreak on the 1<sup>st</sup> to pick up the remainder of [illegible] that had been left at Dirk Hartog's Island.

(113) 1 to 2 [Fructidor, Year 9, 19-20 August 1801]

During the 24 hours, fine weather, calm sea, light northerly winds, variable to the west and south-west, still towards the end of the day. At 7 o'clock in the morning, the captain boarded his gig to go and visit the camp.

2 to 3 [Fructidor, Year 9, 20-21 August 1801]

Fine weather, calm sea, light north-easterly winds, variable to the south-west, south and south-east. No wind from 8 o'clock to midday. At 3 o'clock on the 3<sup>rd</sup>, the captain was back.

3 to 4 [Fructidor, Year 9, 21-22 August 1801]

Fine weather, calm sea, clear sky and foggy horizon. Moderate southerly winds variable to the south, SSW and SSE. The next day, from 5 o'clock to 10 o'clock, flat calm. At 10 o'clock, a moderate breeze arose from the east to the west, passing via the north. At 7 o'clock in the evening, Citizen Ransonnet, acting *enseigne*, went to take over the camp and, the next day at 5 o'clock in the morning, Citizens Faure, geographer, and Moreau, acting *enseigne*, boarded the long boat to go and reconnoitre the north of the Bay. At 9.15 in the morning, we became aware that our anchor was fouled; we turned the capstan and raised the starboard anchor, after which we dropped the starboard anchor in 6 fathoms, with a bottom of sand and weed.

Bearings taken at the anchorage:

Point N bore E.19°N

Point S bore S.10° [sic]

The camp bore S.23°30'S.

4 to 5 [Fructidor, Year 9, 22-23 August 1801]



Fine weather, calm sea [illegible] cloudy sky and the horizon overcast from the west to the WSW. Light winds from the SSE, SW and SSW.

(114) 5 to 6 [Fructidor, Year 9, 23-24 August 1801]

Fine weather, calm sea, heavy atmosphere. Moderate and variable winds from the SW, SSW, SSE and south. At 5.15 in the morning, the barge from the camp came to pick up the caulkers to work on the launch.

6 to 7 [Fructidor, Year 9, 24-25 August 1801]

Fine weather, calm sea, overcast horizon, moderate variable winds from the SSE, south, and SSW.

7 to 8 [Fructidor, Year 9, 25-26 August 1801]

Fine weather, the sea little rough, and cloudless sky, [with] moderate and variable south-westerly winds, to the SSW.

8 to 9 [Fructidor, Year 9, 26-27 August 1801]

Fine weather, calm sea, cloudy sky, moderate winds to the SSW.

9 to 10 [Fructidor, Year 9, 27-28 August 1801]

Fine weather, calm sea, cloudy sky and foggy horizon, moderate winds from the SSW. At 5.30 in the morning, a man named Sodorson died; he was a Malay who came on board at Mauritius and who had been suffering from a malignant putrid fever for 17 days. He was at once wrapped in his sheets and blankets, and the jolly boat took him a half-league from the ship to throw his body into the water.

10 to 11 [Fructidor, Year 9, 28-29 August 1801]

Fine weather, calm sea, cloudy sky, moderate variable wins from the SSW to the SW. At 3 o'clock in the afternoon, the launch returned from shore where it had been repaired, and as soon as the wood it had brought had been unloaded, it was sent to fetch more.

(115) 11 to 12 [Fructidor, Year 9, 29-30 August 1801]

Fine weather, calm sea, cloudy sky, moderate variable winds from the SSW, south and SSE.

12 to 13 [Fructidor, Year 9, 30-31 August 1801]

Fine weather, calm sea, overcast sky, and a dark horizon. Moderate winds from the SSE to the ESE.

13 to 14 [Fructidor, Year 9, 31 August -1 September 1801]

Fine weather, calm sea, moderate variable winds from the SSE to the south and east. Clear sky. At 3 o'clock in the afternoon, the long boat arrived back from its mission in the north of the Bay.

It brought eight enormous turtles which gave us a great deal of pleasure for, since our departure from Mauritius, we had had no fresh meat.

14 to 15 [Fructidor, Year 9, 1-2 September 1801]

Fine weather, calm sea, clear sky and a clear sharp horizon. Light south-westerly winds; during the night, they swung to the south and WSW, almost still.

15 to 16 [Fructidor, Year 9, 2-3 September 1801]

Calm sea, overcast weather and cloudy sky. Very weak and variable winds from the WSW to the SW and west. We tightened our shrouds, stowed our anchors, secured the launch, and housed the guns. End of Shark Bay.

16 to 17 [Fructidor, Year 9, 3-4 September 1801]

Rough sea, foggy and squally weather, cloudy sky. Westerly winds, variable to the south-west, with strong gust. At 10.20 in the morning, we set sail under our topsails and set course W¼NW. At midday, the thermometer showed 29 inches 2 lines. At 11 o'clock in the morning, Point N bore E.2°S and Point S bore S.24°E.

17 to 18 [Fructidor, Year 9, 4-5 September 1801]

Fine weather, the sea running a swell and cloudy sky, light and variable winds from the SSW to the south. At 9 o'clock, the strops of the gear block of the mizzen gaff broke; it was lowered at once to repair it. Soundings from midnight to 4 o'clock in the morning: at 1 o'clock and 2 o'clock, 65 and 66 fathoms, with a bottom of fine red sand; at 3 o'clock and 4 o'clock, 80 and 85 fathoms, without finding bottom. At midday on the 18<sup>th</sup>, we crossed the Tropic of Capricorn.

18 to 19 [Fructidor, Year 9, 5-6 September 1801]

Fine weather, heavy sea and cloudy sky; [with a] moderate south-easterly breeze. From 10 o'clock to midnight, ran out 85 fathoms of line without finding bottom; the same at 2 o'clock and 4 o'clock.

19 to 20 [Fructidor, Year 9, 6-7 September 1801]

Fine weather, the sea running a slight swell, clear sky, all sails set, moderate and variable winds from the ESE to the SE. At 10 o'clock and at midnight, we did not find bottom with an 80-fathom line. At daybreak, set the studding-sails and the staysails.

20 to 21 [Fructidor, Year 9, 7-8 September 1801]

Fine weather, calm sea, cloudless sky. Light south-easterly breeze; at 11 o'clock in the evening, they were southerly, almost still. At 3.30 in the morning, ran out 87 fathoms of line with finding bottom. Sighted some flying fish and petrels. At 4 o'clock in the morning, a south-easterly breeze arose.

(117) 21 to 22 [Fructidor, Year 9, 8-9 September 1801]

Fine weather, calm sea, light south-easterly winds, variable to the south. At 4 o'clock we set a flying-jib. At 10.30, we were taken aback; taking soundings with an 87-fathom line which did not show any bottom. At sunrise, we set the studding-sails and royals.

22 to 23 [Fructidor, Year 9, 9-10 September 1801]

Fine weather, calm sea, very weak and variable winds from the SSE to the SE. At 7.30 in the evening, unbent the topgallant sails and the royals, and took in the studding-sails. From 10 o'clock to midnight, ran out 85 fathoms of line and, from 2 o'clock to 4 o'clock, ran out 90 fathoms, without finding bottom, the corvette scarcely making steerage way. At 11 o'clock, set the royals and studding-sails. At sunset, variation was 3°50'.

23 to 24 [Fructidor, Year 9, 10-11 September 1801]

Fine weather, calm sea, the sky a little cloudy. Light variable winds from the SSE to the SE. At 8 o'clock in the evening, ran out 90 fathoms of line without finding bottom; the same at 2 o'clock and 4 o'clock.

At 5 o'clock in the morning, set the studding-sails and royals; at 9.30, the wind having freshened from the south-east, we hauled them down. Sighted large numbers of porpoises.

24 to 25 [Fructidor, Year 9, 11-12 September 1801]

Fine weather, calm sea, the sky a little cloudy. Moderate variable winds from the SSE, south and ESE. At 10 o'clock, took soundings on the port tack, and at 11 o'clock on the starboard, without finding bottom, running out 85 fathoms of line each time.

25 to 26 [Fructidor, Year 9, 12-13 September 1801]

Fine weather, calm sea, cloudy sky which is dark to the south-west. Fresh variable winds, with light gusts, from the ESE to the SE. At 10 o'clock in the evening, we hove-to, with wind on the fore topsail. At 11.30, [with] the wind strengthening more and more, we brought the topsails on to the masthead. We remained hove-to until 5.15 in the morning, when we filled our sails and crowded on sail, [with] the topgallant sails on the mast head. Took soundings every half-hour from 10 o'clock until 5.15, without finding bottom with an 85-fathom line. From 10 o'clock to midnight, with the winds easing perceptibly, we set the fore studding-sails. Caught a sea-swallow and sighted a small lark.

26 to 27 [Fructidor, Year 9, 13-14 September 1801]

Fine weather, the sea a little rough, and the sky cloudy. Moderate variable winds from the SSE to the east and ESE. At 10 o'clock and midnight, hove-to in order to take soundings, running out 95 fathoms of line without finding bottom. At 2 o'clock and 4 o'clock, hove-to to take soundings, and ran out 115 fathoms of line without finding bottom. Sighted some flying fish and a sea-swallow.

27 to 28 [Fructidor, Year 9, 14-15 September 1801]

Fine weather, calm sea, clear sky and hazy horizon. Moderate variable winds from the ESE to the SE. We sighted some seaweed passing alongside. Caught two gannets which had landed on the bowsprit. At 9.15 in the morning, sighted land bearing N.5°E.

At 10 o'clock, the extremity of land in sight bore N.26°E, 24 miles distant, and the southern tip bore N.30°E, 21 miles distant.

Bearings taken at midday at New Savu Island:

The western tip visible bore N.18°E

A noteworthy peak bore N.22°E, distance 8 miles

The visible extremity **{doesn't say which one}** bore N.32°E

- all readings taken with the compass.

(119) 28 to 29 [Fructidor, Year 9, 15-16 September 1801]

Fine weather, calm sea, light and variable easterly winds to the SE and ESE. At 12.20, tacked the ship and went on to the port tack. Tacked again at 3.50 and went on to the starboard tack. At 3.10, lost sight of land, bearing N.15°E by the compass. At midnight ran out 50 fathoms of line without finding bottom. At 3 o'clock in the morning, we sighted land, bearing N.45°E, estimated distance 5 miles. The weather was so dark that we could have approached it more closely but for the two fires on shore which made us see it. We put the ship about and crowded on sail, following a slight squall. At 5 o'clock in the morning, the ship having refused stays, we wore ship and were close-hauled on the starboard tack. At 6 o'clock in the morning, we bore up for Savu Island that we had in sight, a short distance away. Sailing along the southern coast of this island, we saw several natives and a few huts on shore. At 6.40, we sighted a small island to the west of Savu Island, which bore N.72°W. We steered to pass between these two islands

that we had in sight. Hoisted the national flag and [commodore's] pendant, as well as the yacht<sup>2</sup> flag, to the foremast. We experienced a rather strong current setting to the south-east. At 9 o'clock we started to hold the wind.

Bearings taken at 6 o'clock in the morning:

The western tip visible of Savu bore N.40°W

The eastern tip of the same island bore N.47°E

Bearings taken at 10 o'clock:

The western tip of Savu bore S.8°E, estimated distance 4 miles

The south-east tip visible of the small island to the west of Savu bore S.25°W

The north-west tip visible of the said island bore S.60°W

Estimated distance of the middle of the small island 6 miles

Bearings taken at midday:

The southern tip of Savu bore S.9°W

The visible extremity of the aforesaid island bore N.70°E

The middle of the small island bore S.36°W

(120) 29 to 30 [Fructidor, Year 9, 16-17 September 1801]

Fine weather, calm sea, light easterly winds, variable to the ENE, south and SE. At 4 o'clock, tacked the ship. Scarcely had we trimmed the sails to the SSE and set course to the SSE than the wind drew forward and only allowed us to stand to SW<sup>1</sup>/<sub>4</sub>W. At 5.30 in the afternoon, a moderate south-easterly breeze arose. At sunset, the very foggy weather allowed us to make out land only to the ENE. At 2.10 in the morning, we hove-to to take soundings, and ran out 90 fathoms of line without finding bottom.

30 Fructidor to 1<sup>st</sup> Complementary Day [Year 9, 17-18 September 1801]

Fine weather, calm sea, cloudless sky, light and variable winds from S<sup>1</sup>/<sub>4</sub>SW, S<sup>1</sup>/<sub>4</sub>SE, SE, and E<sup>1</sup>/<sub>4</sub>SE. Sighted some flying fish and two fires on shore. At 7.15 in the morning, we changed tack.

1<sup>st</sup> and 2<sup>nd</sup> Complementary Days [Year 9, 18-19 September 1801]

Fine weather, calm sea, cloudless sky, light easterly winds, variable to the north-west, south and south-east. At 3 o'clock, tacked the ship and went on to the port tack.

2 to 3 Complementary Days [Year 9, 19-20 September 1801]

Fine weather, calm sea, calm until 5.15 in the evening, at which time a breeze arose from the SSE. At 8 o'clock, it swung to SE<sup>1</sup>/<sub>4</sub>E and brought our speed to almost 7 knots. At 10 o'clock, took a reef in the mizzen topsail. Fine weather, calm sea, moderate and variable winds from SE<sup>1</sup>/<sub>4</sub> [sic] to the east. At 6 o'clock in the morning, tacked the ship and went on to the port tack.

Bearings taken at 10 o'clock in the morning:

The southernmost point of land visible bore E.30°S

Estimated distance of the closest land 30 miles

(121) 3 to 4 Complementary Days [Year 9, 20-21 September 1801]

During the first four hours, the winds to the WNW, SE, SW, NW, almost no wind, which made us change tack several times. At 8 o'clock in the evening, the winds freshened from the south-east, and eased shortly afterwards. At 6.20 in the evening, we sighted a fire bearing E.6°S and the northern tip bearing 9°N [sic]. At midday, the northern tip of Simao bore S.9°E. At 1 o'clock in the morning, tacked the ship and, at 2.30, tacked again and went on to the starboard

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<sup>2</sup> The name 'yacht flag' is given to the part of the English flag [white ensign] seen at the upper angle of its canvas edging; it is a small square with diagonals and crosses of red, white and blue stripes (p.657, Pâris et de Bonnefoux)

tack once more. At 1 o'clock, ran out 115 fathoms of line without finding bottom; at 3.45, the lead brought the same result. We remained hove-to from 4 o'clock until 4.15, when we filled all our sails. At 6.15, we brailed up the courses and hove-to in order to launch the long boat; it was [sent] under the command of Citizen Freycinet to check out the ship in sight, which was flying the French flag and broad pendant. We hoisted our colours and flew a signal flag on the fore mast that we had lowered to fly the English yacht flag. Shortly afterwards, we sighted a boat coming towards us which appeared to have left the ship in sight which we recognised, to our great satisfaction, as being the *Géographe*.

Bearings taken at 4 o'clock in the morning:

The point in the shape of an isolated mountain bore E.26°S

Bearings taken at 6 o'clock:

The southern tip of Simao Island bore S.25°E, estimated distance 18 miles.

The northern tip of land in sight bore E.10°N, distance 15 miles.

Bearings taken at 8 o'clock:

The southern tip of land bore S.41°W

The northern tip bore N.25°E

The southern tip of some projecting land bore S.63°E

The northern tip of the same bore N.40°E

The middle of the sandy island bore S.26°E

Bearings taken at 10 o'clock:

(122) The southernmost point of land bore S.52°W

The northernmost point of land bore N.29°E

The southern tip of the projecting land bore N.84°E

The northern tip of the same bore N.35°E

The middle of the sandy island bore S.65°E

The commander bore S.43°E.

4 to 5 Complementary Days [Year 9, 21-22 September 1801]

Fine weather, calm sea, light and variable winds from the SSW to the south-east, east and south.

At 1 o'clock, we anchored in 28 fathoms forward and 26 aft. During the afternoon, we launched the two pass boats and the launch to moor us. At 9 o'clock in the morning of the 5<sup>th</sup>, we were moored; western anchor, port, 50 fathoms range of cable; eastern anchor, starboard, 100 fathoms range of cable.

Bearings taken at the anchorage:

The middle of Koupage Fort bore due south, distance 1 mile

The southern tip of Timor bore S.65°W, distance 5 miles

The northern tip bore N.7°E, distance 21 miles

The middle of the sandy island bore N.11°W, distance 5 miles

5<sup>th</sup> Complementary Day to 1 Vendémiaire [Year 10, 22-23 September 1801]

Fine weather, calm sea, variable winds, with strong gusts, from the SE, ESE, north, east and NW. The topmasts were unrigged and then sent down; the lower yards were sent down. We got the main anchor ready to drop.

END OF YEAR 9

(123) 1 Vendémiaire to 2 Brumaire [Year 10, 23 September – 24 October 1801]

We had scarcely arrived in Koupage than we were busy checking the rigging. The orlop deck was raised, we watered the ship, and fresh provisions were brought on board. The city of Koupage, protected by a poor fort, is defended more surely by the courage of the Malays. The

English captured Koupang during this war, but the men left as a garrison in the fort, were massacred by the Malays, and Timor returned to the control of the Dutch. During our stay, the nights and mornings were calm. At 11 o'clock, the breeze arose, often very strong; the winds were then to the NW and NNW. They eased at the end of the day; they would swing to the east and south-east.

On the 1<sup>st</sup> Brumaire, we noticed a frigate sailing towards Koupang Bay. The commander of our expedition, Baudin, sent a boat, under the command of a midshipman, to meet it carrying our passports. We learned upon the return of the long boat that the frigate seen was the *Virginie* which was coming to attack us. As soon as the captain of the English frigate read our passports, he filled his sails and tacked to leave the bay. During our stay, we lost two men due to dysentery [illegible], the *Géographe* lost five, among others Citizen Riedlé, botanist, a man full of zeal for his work. (124) He was given the same funeral honours as would have been given to the commander of the expedition. He was buried next to Mr Nelson, Captain Bligh's gardener, who also died at Timor.

We lost nine men by desertion.

21 to 22 [Brumaire, Year 10, 12-13 November 1801]

At 5 o'clock in the morning, we got under way with a light south-easterly breeze. At midday, with the compass, the north-west tip of Simao bore W.29°S, 5 miles distant; the north-west tip of the sand island bore E.11°N, 8 miles distant.

22 to 23 [Brumaire, Year 10, 13-14 November 1801]

Variable winds from the WNW to SW. Fine weather, calm sea, cloudy sky, course NNW. At 4 o'clock, the western tip of Rotti Island bore S.88°W; the eastern tip of the same island bore S.84°W; the middle of the island bore N.45°E. At 4 o'clock in the morning, we were steering course S¼SE. There was much thunder and lightning. At midday, Don Island bore S.46°30'E.

23 to 24 [Brumaire, Year 10, 14-15 November 1801]

Variable winds from the WSW to SW. Close-hauled, all sails set. Fine weather, clear sky, smooth sea and light winds. At midday, a petty officer named Savary died, which was at once communicated to the commander by an agreed signal.

24 to 25 [Brumaire, Year 10, 15-16 November 1801]

Southerly winds to the SSE and ESE. Course to the SW and SSW. Fine weather, calm sea, the atmosphere a little heavy, and light winds. (125) At midday we sighted Savu, with a very obvious hill to the SSE; the eastern extremity of land bore SSE.9°S, all by the compass.

25 to 26 [Brumaire, Year 10, 16-17 November 1801]

A light breeze from SE¼E, variable to the south. At 1 o'clock, the commander signalled course S¼SW. At 4 o'clock, the north-west tip of Savu bore S.10°E, the south-east tip bore E.41°S, and Benzoard Island bore S.7°W, all by the compass. At 1 o'clock in the morning, we sighted a fire on Benzoard Island, which was seen several times during the watch. At 2 o'clock, passed through a large group of dolphins. At 6 o'clock, Benzoard Island bore E.10°N by the compass. At 6.15, we saw New Savu Island, bearing S.30°W by the compass.

26 to 27 [Brumaire, Year 10, 17-18 November 1801]

South-easterly winds variable to the south and SSW. Fine weather, calm sea, [and a] light breeze. The commander signalled to us the death of a member of his crew.

27 to 28 [Brumaire, Year 10, 18-19 November 1801]

Southerly winds, variable to the SSE and SW, almost still. Fine weather. The commander signalled to us the death of a member of his crew.

28 to 29 [Brumaire, Year 10, 19-20 November 1801]

Moderate southerly winds, variable to the SW and WSW, still close-hauled. Fine weather, smooth sea, clear sky. At 8 o'clock in the morning, we tacked the ship and came to course WNW.

29 to 30 [Brumaire, Year 10, 20-21 November 1801]

Southerly winds, variable to the south-west. Fine weather, pleasant breeze.

30 Brumaire to 1 Frimaire [Year 10, 21-22 November 1801]

Moderate westerly winds to the WSW and WNW, fine weather, the sea running a swell from the south-west [illegible]

1 to 2 [Frimaire, Year 10, 22-23 November 1801]

Moderate westerly winds, variable to the WSW, clear sky. The commander signalled course SW¼S; he also signalled to us the death of a man in his crew.

2 to 3 [[Frimaire, Year 10, 23-24 November 1801]

The winds varied from the north-west to west and SSW. At midnight, we started to stand on course SW¼S. During the 24 hours, fine weather, calm sea, clear sky, moderate breeze. Sighted some tropic-birds and frigate birds.

3 to 4 [Frimaire, Year 10, 24-25 November 1801]

Light south-westerly winds, variable to the WSW and SSW. Fine weather, calm sea, clear sky. During the 24 hours, the winds swung from the west to WNW. At 8 o'clock in the morning. At 8 o'clock in the morning, a topman named Fanfan died of dysentery.

4 to 5 [Frimaire, Year 10, 25-26 November 1801]

Light winds to the west, variable to the SW and SSW. Fine weather, smooth sea. At 4 o'clock in the morning, the winds veered to the west and varied to the WNW and WSW. At o'clock in the morning, a man named Ivon le Bourru died of dysentery.

5 to 6 [Frimaire, Year 10, 26-27 November 1801]

The winds WSW, having swung to the SW, we tacked the ship and set course WNW. The winds have been very light during the 24 hours.

6 to 7 [Frimaire, Year 10, 27-28 November 1801]

Winds to the SW and S $\frac{1}{4}$ SW; at 9 o'clock, they swung to the SSW and stayed there all night. Fine weather, calm sea, a light wind. Sighted many flying fish.

7 to 8 [Frimaire, Year 10, 28-29 November 1801]

Winds to S $\frac{1}{4}$ SW and to the south; during the night they were to the SSW. Fine weather, calm sea, and a moderate breeze.

8 to 9 [Frimaire, Year 10, 29-30 November 1801]

Fresh breeze to the SSW. Fine weather, calm sea. The winds having swung to the south-west, we put the ship about.

9 to 10 [Frimaire, Year 10, 30 November- 1 December 1801]

Moderate winds to the SSW. At 11 o'clock they swung to the SSE and allowed us to set course to the south-west. During the 24 hours, very fine weather and smooth sea.

10 to 11 [Frimaire, Year 10, 1-2 December 1801]

Winds to the SSE, variable to the south during the first watch. The remainder of the day, they varied from the south to the SSW and south-west. Fine weather, the sea running a swell. Sighted some tropic-birds and a gannet.

11 to 12 [Frimaire, Year 10, 2-3 December 1801]

Moderate winds to the SSE, variable to the south. Fine weather, calm sea. The currents appeared to set strongly to the north.

12 to 13 [Frimaire, Year 10, 3-4 December 1801]

During the 24 hours, the fresh winds varied from the south to the SSE. Rough sea, the weather rather clear. At 8 o'clock, the topgallants sails were furled but, the wind having eased greatly, they were loosened towards 3 o'clock in the morning. During the night, the horizon a little foggy.

13 to 14 [Frimaire, Year 10, 4-5 December 1801]

Fresh winds to the S $\frac{1}{4}$ SE, variable to the south, cloudy sky, rough sea and frequent pitching. At 6 o'clock in the evening, furled the topgallant sails.

14 to 15 [Frimaire, Year 10, 5-6 December 1801]

Fresh winds to the SSE and S $\frac{1}{4}$ SE, variable to the south. Cloudy sky, the sea running a strong swell. During the night, the topgallant sails were furled; they were loosened at 4 o'clock in the morning. During the day, sighted a few frigate birds, tropic-birds and petrels.

15 to 16 [Frimaire, Year 10, 6-7 December 1801]



Moderate winds to the south, variable to the SSE. Fine weather, the sea running a swell. Sighted some tropic-birds and petrels.

16 to 17 [Frimaire, Year 10, 7-8 December 1801]

Fresh winds to the south, variable to the SSE. SE and S $\frac{1}{4}$ SE. Rough sea, cloudy sky. At 1 o'clock in the afternoon, the topgallant sails were unbent. The commander signalled course SSW.

17 to 18 [Frimaire, Year 10, 8-9 December 1801]

Fresh winds to the south-east. Cloudy sky, heavy sea, the ship still pitching a lot. Sighted several petrels and some flying fish.

18 to 19 [Frimaire, Year 10, 9-10 December 1801]

Fresh squally winds to the south-east, variable to SE $\frac{1}{4}$  [sic] Weather overcast and foggy. [illegible] At 6.30 in the morning, the main jib tore. During the afternoon, sighted some flying fish, petrels and tropic-birds.

19 to 20 [Frimaire, Year 10, 10-11 December 1801]

Fresh winds to the south-east, variable to the ESE. Fine weather, rough sea and cloudy sky.

20 to 21 [Frimaire, Year 10, 11-12 December 1801]

Moderate winds to the south-east, variable to E $\frac{1}{4}$ SE. Fine weather, calm sea. At midday, the commander signalled course S $\frac{1}{4}$ SW. Sighted some brown petrels.

21 to 22 [Frimaire, YEAR 10, 12-13 December 1801]

Moderate winds to the ESE, variable to E $\frac{1}{4}$ SE. Fine weather, calm sea; cloudy during the night.

22 to 23 [Frimaire, Year 10, 13-14 December 1801]

Moderate winds to the SE $\frac{1}{4}$ E, variable to the SSE and SE. Fine weather, calm sea, cloudy sky.

23 to 24 [Frimaire, Year 10, 14-15 December 1801]

Light winds to the south-east, variable to SE $\frac{1}{4}$ S. Overcast weather, smooth sea and damp night. From 9 o'clock in the morning to midday, the winds varied from SE $\frac{1}{4}$ S to E $\frac{1}{4}$ SE.

24 to 25 [Frimaire, Year 10, 15-16 December 1801]

Moderate winds to the ESE, variable to the SSE, foggy weather, overcast sky. At 2 o'clock, a boat was sent to pick up the chief surgeon of the *Géographe*.

25 to 26 [Frimaire, Year 10, 16-17 December 1801]

Light winds to the south-east, variable to the SSE and ESE. Overcast sky, and foggy weather.

26 to 27 [Frimaire, Year 10, 17-18 December 1801]

Moderate winds to the south. At 12.30, tacked the ship and set course ESE. During the afternoon, the winds varied from the SSW to south-west; we steered course SE<sup>1</sup>/<sub>4</sub>E. Overcast sky, the sea running a slight swell, patchy rain.

During the morning, the winds having freshened, the topgallant sails were unbent.

27 to 28 [Frimaire, Year 10, 18-19 December 1801]

Strong winds to the SSW. Gloomy weather and cloudy sky. During the morning, the light winds varied from S<sup>1</sup>/<sub>4</sub>SE to the SSE.

28 to 29 [Frimaire, Year 10, 19-20 December 1801]

Light winds to the SSE, fine weather, the sky a little cloudy, and the sea running a strong swell. During the night, the winds varied from SSW to SW<sup>1</sup>/<sub>4</sub>S. At 6 o'clock in the morning, hoisted the upper and lower forward and starboard after studding-sails. Course still SE<sup>1</sup>/<sub>4</sub>E.

29 to 30 [Frimaire, Year 10, 20-21 December 1801]

Moderate winds to the SW and SSW. Fine weather, calm sea, cloudy sky. Course SE<sup>1</sup>/<sub>4</sub>E.

30 Frimaire to 1 Nivose [Year 10, 21-22 December 1801]

Winds to the SW<sup>1</sup>/<sub>4</sub>S until midnight. At 1 o'clock, they swung to the south, variable at the SSE. Fresh winds during the 24 hours. Squally weather, cloudy sky. The commander signalled course SE.

1 to 2 [Nivose, Year 10, 22-23 December 1801]

Squally weather, rough sea, fresh gusty breeze. At nightfall, shortened sail; at 8 o'clock, the main topmast backstay parted at the cross-trees. It was stoppered and the port shifting backstay was moved to the starboard side. At 9.30 in the evening, Citizen Levilain, zoologist, from Le Havre, died of a bloody flux. At daybreak, the topmast backstay was repaired. At 8.14 in the morning, the body of Citizen Levilain was committed to the deep.

2 to 3 [Nivose, Year 10, 23-24 December 1801]

Rough sea, overcast weather, fresh breeze. At 2 o'clock, the topgallant sails were unbent. At 8 o'clock, gusty winds; the mizzen topsail sheet having parted, [the sail] was brailed up and the damage repaired. At 10.30, lowered the topsails; they were hoisted at daybreak. At 8 o'clock in the morning, the commander wore ship; we imitated his manœuvre. The weather cleared a little; fresh breeze.

3 to 4 [Nivose, Year 10, 24-25 December 1801]

Rather fine weather, fresh breeze, the sea running a swell. At 6 o'clock, the commander signalled course S.33°45'E. At daybreak, finer weather, bent and set the topgallant sails. Lowered the middle staysail to repair it. The *Géographe*, which was three leagues to windward, bore up towards us.

4 to 5 [Nivose, Year 10, 25-26 December 1801]

Fine weather, smooth sea, light winds. At 4 o'clock, bent the middle staysail. At nightfall, overcast weather. The wind freshening, at 11.15, took a second reef in the mizzen topsail. At 5 o'clock, the commander having tacked his ship, we imitated his manœuvre. At 9.30, course S.45°E was signalled; the second reef in the mizzen topsail was let out. At 11 o'clock, a squall struck us; took a second reef in the mizzen topsail again [and the] the middle staysail tore as it was being hauled down.

5 to 6 [Nivose, Year 10, 26-27 December 1801]

Overcast weather, rough sea, moderate breeze. A new middle staysail was bent. At 4 o'clock, brailed up the main topgallant sail to repair the bowline which had just parted; it was then furled. At 5.30, the commander signalled course S.22°30' if the winds veered aft. At 9 o'clock, made sail.

6 to 7 [Nivose, Year 10, 27-28 December 1801]

Overcast weather, rough sea, moderate breeze. Sighted an albatross. At 8.15, the commander, after having joined us, tacked his ship; shortly afterwards, we imitated his manœuvre.

7 to 8 [Nivose, Year 10, 28-29 December 1801]

Fine weather, calm sea, moderate breeze. Sighted some albatrosses and petrels. At 9 o'clock, squally weather, with rather violent wind gusts and fine rain. At 9.15, furled the fore topgallant sail and struck the main; at 11 o'clock, hoisted the main and loosened the fore. Flat calm and overcast weather. At 3.45, the ship was in irons; resumed the same tack, squared the yards and, at 4 o'clock, trimmed the sails on the starboard tack; light rain. At 7 o'clock, the long boat was placed in the launch, and the barge placed on the gratings to have the sheathing renewed. At 7.30, the commander having gone on to the port tack, we imitated [his] manœuvre by wearing ship. At 10.30, taken aback and trimmed on the starboard tack.

8 to 9 [Nivose, Year 10, 29-30 December 1801]

Fine weather, calm sea, no wind until 3 o'clock, when a moderate breeze arose. At 4 o'clock, set all sails. Overcast weather during the night; sighted some albatrosses during the morning. At 7 o'clock in the evening, took a reef in the mizzen topsail.

9 to 10 [Nivose, Year 10, 30-31 December 1801]

Fine weather, calm sea, moderate breeze. At 12.30, went on to the port tack. During the night, weather overcast and gusty. At 8.15, took the second reef in the mizzen topsail; at daybreak, set all sails.

10 to 11 [Nivose, Year 10, 31 December – 1 January 1802]

Cloudy sky, smooth sea, light wind. At 6.30 in the morning, the ship was taken aback. The personal effects of the deceased Bourgeois and Savary were sold at public auction.

11 to 12 [Nivose, Year 10, 1-2 January 1802]

Fine weather, smooth sea, light breeze. At 1.30, the commander having put his ship about, we imitated him. The effects of Levilain, deceased, were sold. At 10.30 in the morning, the mizzen topsail was lowered on the mast, which was wedged, and its shrouds and backstays tightened.

12 to 13 [Nivose, Year 10, 2-3 January 1802]

Fine weather, calm sea, light winds. At 1.45, the commander signalled course S.45°E. At 5.30, commander being very far downwind, it was presumed that he was steering course S.67°30' and that we had mistaken the colour of the flag expressing the rhumb-line. We at once came to course S.67°30'E and East to join him. During the night, we showed several lights to which he did not reply. At 6 o'clock, no wind, remained under topsails braced square, all reefs out. At 8 o'clock, the breeze having arisen, set all sails and bent the studding-sails and royals.

13 to 14 [Nivose, Year 10, 3-4 January 1802]

Fine weather, calm sea, moderate breeze. At 3 o'clock, the weather became overcast, took in the studding-sails and struck the royals. Took two reefs in the fore topsail and mizzen topsail, and one in the main topsail. At 5.30, let out a reef in the fore topsail; the weather cleared up. At 6 o'clock, bent the starboard studding-sails. The commander signalled, for 8 o'clock, course S.33°45'E. Two pieces of wood passed alongside the ship. At 11 o'clock we had a slight squall with some rain. The studding-sails were hauled down; the foresail boom broke as the lower studding-sail was being taken in. At midnight, showed a light to the commander who was displaying one. At 4 o'clock, the weather was overcast and squally, [with a] fresh wind and rough sea.

14 to 15 [Nivose, Year 10, 4-5 January 1802]

Overcast weather, rough sea and a strong wind. At 3 o'clock furled and unbent the studding-sails; squalls from time to time. At 5 o'clock, the commander ordered course S.45°E; sighted a whale during the night. Gusty winds, rain and frequent squalls. During the morning, the weather cleared.

15 to 16 [Nivose, Year 10, 5-6 January 1802]

Overcast weather with squalls, rough sea, [and] fresh gusty winds. At 1 o'clock, struck and brailed up the main topsail to repair it; hoisted the main staysail and the mizzen staysail. At 3 o'clock, the main topsail being repaired, two reefs were taken in it, it was set and hoisted. During the night, frequent squalls with patchy rain. At 11.45, brailed up the main sail; at 1.30, boarded the main tack. At daybreak, fine weather, the sea running a swell, moderate breeze, all sails set apart from the topgallant staysail. Let out the 2<sup>nd</sup> reef in the main topsail and bent the topgallant sails that were loosened. At 10 o'clock, rigged the starboard studding-sails. Sighted masses of seaweed, some albatrosses and petrels.

16 to 17 [Nivose, Year 10, 6-7 January 1801]

Fine weather, the sea running a swell, moderate breeze. Sighted some bonito {?} and albatrosses. At 4 o'clock, struck the studding-sails, hauled down the staysails and furled the topgallant sails. At 6 o'clock, brailed up the foresail and, at 7.15, brought the ship to in order to wait for the *Géographe*. At 8 o'clock, it had joined; filled the sails and let fall the foresail. At 2.30, the tie of the main topsail halyard parted following a wind gust; at 3.30, the damage was repaired. Squally weather with almost continual rain. At 9 o'clock, the weather having fined up, we crowded on sail to join the commander.

17 to 18 [Nivose, Year 10, 7-8 January 1802]

Cloudy sky, fresh breeze, the sea a little rough. During the night, weather overcast and squally, some rain. At midnight the outer halyard of the bower studding-sail parted; took in the studding-sails. At 2.30, struck by a squall; at the same time the starboard main topsail sheet parted; at 3.45, the damage was repaired. The weather having cleared, set all the staysails and the studding-sails. At 6.30, hauled down the staysails and rigged the royals. At 8 o'clock, furled the royals and the topgallant studding-sails. Squally weather with rain. Let fall the main sail and hoisted the topmast staysail.

18 to 19 [Nivose, Year 10, 8-9 January 1802]

Weather overcast and squally, rough sea, fresh breeze. At midday, the commander signalled course S.67°50'E. At 6.30, unrigged the topgallant sails; rain during the night. At 10.30, furled the main sail. At daybreak, bent the topgallant sails that were set at 6 o'clock, along with the forward studding-sails. At 11.30, took in the bower studding-sail; sighted many marine plants.

19 to 20 [Nivose, Year 10, 9-10 January 1802]

Weather overcast and cold, rough sea, fresh breeze. At 12.30, took in the topmast studding-sail, and furled the main- and fore-topgallant sails in succession. From 2 o'clock to 4 o'clock, squally weather. During the night, rain and strong squally wind. Kept the topsails reefed. At 1 o'clock, set the main staysail and the mizzen staysail; at 6.30, set the topgallants sails and the main jib in place of the inner jib to repair it. At 8 o'clock, hauled down the main staysail and left fall the main sail and hoisted the main staysail. At 9 o'clock, rigged the starboard bower studding-sail. At 11 o'clock, rigged the main sail, hauled down the staysail and the mizzen staysail, and set the inner jib in place of the main jib. During the morning, we changed the mizzen topsail, the main sail and the fore topsail. Sighted a whale and some marine plants.

20 to 21 [Nivose, Year 10, 10-11 January 1801]

Overcast weather, heavy sea, fresh breeze. The foresail and the main topsail were changed. The commander signalled course S.78°45'E. At 5 o'clock, took in the studding-sails, furled the main sail and the topgallant sails. Gusty wind, foggy weather. At 10.30 set the topgallant sails and, at 2 o'clock, loosened the main sail. The unbent sails were inspected and condemned, with the exception of the fore sail.

21 to 22 [Nivose, Year 10, 11-12 January 1801]

Weather overcast and foggy, patchy rain, rough sea, fresh breeze. At 1 o'clock, the topgallant sails were furled and unrigged. At 5 o'clock, the fore topgallant sail was rigged on the main mast; at 9 o'clock, it was furled. At midnight, lowered the mizzen topsail on to the masthead and the fore topsail to half-mast in order to not overtake the commander; hoisted them at 3.45. At 4 o'clock, made sail. At 6.30 the commander signalled to bend our cables. Squally weather; during one squall, [as a result of] the bower studding-sail not having been taken in sufficiently early, the studding-sail boom broke. It was replaced with the starboard one of the main-yard.

22 to 23 [Nivose, Year 10, 12-13 January 1801]

Fine weather, calm sea, moderate breeze. At 4 o'clock, a little rain. At 4.30, took in the studding-sails and unbent the main topgallant sail; the two sails that were hoisted at 6 o'clock, were hauled down. At 8 o'clock, squally weather, fresh breeze. Rain during the night. At 10 o'clock, the commander having hove to, starboard side to the wind, we imitated his manœuvre after having lowered the three topsails on to the masthead. At 3.45, land in sight, bearing N.45°E; we immediately signalled it to the commander. At 4.30, filled our sails, hoisted the topsails and set all sail. At 4 o'clock, signalled land once more to the commander. The weather having cleared and with a moderate wind, we could very easily make out the land, that was recognised as the South-West Cape of Van Diemen's Land. We stood in towards the land and sailed along the coast. At 8 o'clock, South-West Cape bore N.22°30'W, 5 miles distant; Mewstone bore S.85°E, 5 miles distant; the most westerly of the Maatsuyker Islands bore from N.49°E to N.56°E, 4 miles distant. At midday, Mewstone bore S.67°30'W; South-West Cape bore N.48°E, 4 miles distant; all by the compass.

23 to 24 [Nivose, Year 10, 13-14 January 1802]

D'Entrecasteaux Channel, Bay of the Grande Anse

Fine weather, moderate breeze, on course to enter the D'Entecasteaux Channel, running very close to shore. At 12.30 spoke to the commander who ordered us to keep ahead of him; we crowded on sail. Several fires could be seen at the far end of Recherche Bay. At 1.30, sighted several rows of breakers ahead (These breakers are marked on D'Entrecasteaux's chart and are situated between the southern tip of Anse des Orniers and the Sterile Islands) We immediately kept closed hauled on the starboard tack to round the Sterile Islands; the *Géographe*, which was

astern, imitated our manœuvre. At 3.15, we bore up towards Cape Bruny. The *Géographe* held the wind for somewhat longer, and finally held the same course as us. Reaching the opening of the Channel, we sailed inside and, after having rounded Point Labilladière and the north-east tip of Partridge Island, we held the wind to reach the anchorage in the Grande Anse (under Bruny Island). At 4.30, we dropped the starboard anchor in 29 fathoms with a bottom of black mud, under Partridge Island.

Bearings taken at the anchorage:

The tip of Partridge Island bore S.82°W

La Hay Island bore N.54°W

Huon Island bore S.88°E

- all taken by the compass, not corrected.

At 4.45, the *Géographe* anchored two cable-lengths from us, bearing S.67°30'E. We asked the commander's permission to send a boat to his ship and to swing out the launch, to which he agreed. The boats were launched, and the jolly boat went to the *Géographe* to ask doctors L'Héridon and Péron to come on board. The barge, under the command of the boatswain, was sent some distance away to fish; it returned at 2 o'clock without having caught any. Things were no happier on board the jolly boat back from the *Géographe*; it returned there with the captain, I took advantage of this boat to go and greet my comrades and friends. We came back in the evening. Moderate breeze to the SSW during the 24 hours. Rain at night [illegible] overcast during the morning. At 5 o'clock in the morning, I left in the launch to fetch water in Esperance Bay or Swan Bay. Citizen Freycinet, lieutenant, came to have a walk with Citizens Faure, engineer, and Bailly, mineralogist. The long boat took some officers and scientists ashore; the barge went fishing.

24 to 25 [Nivose, Year 10, 14-15 January 1802]

Overcast weather, fresh breeze with rain, squalls, [and] cold air. We put two kedge-anchors, which were in the foremast chain-wales, at the foot of the long boat. A bower anchor was taken from the hold. In the evening, all the ships' boats, except the launch, were on board, the jolly boat and the barge were on the hoists. In the morning, the captain in his gig and the long boat with the officers and scientists went ashore. The winds from the south to the SSW.

25 to 26 [Nivose, Year 10, 15-16 January 1802]

Rather fine weather, the wind had eased greatly. During the afternoon, the breeze varied from the SSW to the west, north and NNE. At 12.30, the boats returned to the ship; the long boat and jolly boat had been to the commander's ship. At 8.30, the boats were on board; the captain's gig was hoisted in. At 6 o'clock in the morning, we returned to the ship with the launch, not having been able to find water in Esperance Harbour or Swan Harbour. Having no more rations, we did not attempt to go looking for some in the Huon River. At 7 o'clock in the morning, the captain went in his gig to the *Géographe*. At 8 o'clock the long boat, with Citizen Faure, took soundings inside Grande Anse Bay<sup>3</sup>. The launch went to collect wood on Partridge Island; the one from the *Géographe* was there as well. The sick were sent ashore to have a walk around. Draft: forward: 11 feet, 11 inches; aft: [illegible] 10 inches.

26 to 27 [Nivose, Year 10, 16-17 January 1802]

The weather, at first rather fine, became overcast at 4 o'clock. The wind freshened from the WNW. A storm broke out at 4.30, with much rain. The launch, sailing back to the ship, broke its foremast; it drifted a lot and was forced to anchor astern of the ship. At 5.30, unbent the topgallant sails, the wind having eased. At 6 o'clock, the launch was back alongside. In the evening, the breeze was from the S¼NW [*sic*] or the north. At 5 o'clock in the morning, the commander signalled us to get under way. We immediately turned the capstan; the anchor was holding a very strongly, the Spanish windlass broke and a messenger was affixed to the cable. The anchor was being raised when the lashing of the snatch block of the messenger broke [with the result that] the anchor went to the bottom. We turned the capstan again and, at 8.30, the anchor came free. Set sail under the topsails; at 9.15, filled our sails and steered into the channel, with the intention of anchoring in North West Bay. The wind varied a great deal and we were struck by strong gusts.

The topgallant sails were rigged at 10 o'clock. At midday we were abeam of Rich Point<sup>4</sup>, forming the southern entrance to Isthmus Bay.

27 to 28 [Nivose, Year 10, 17-18 January 1802] D'Entrecasteaux Channel, Isthmus Bay

Fine weather, light winds, with patchy strong gusts, from the west to the north-west. Being close to Green Island and not being able to round it, we tacked the ship backwards and forwards until 2.15. The commander having anchored between Bruny Island and Green Island, we anchored on the opposite side of the Channel in 7½ fathoms, with a bottom of muddy sand. Satellite Island bore from S.15°W to S.22°W; Rich Point bore S.33°E; the middle of Green Island bore N.22°E; Big Point bore N.3°W; the *Géographe* bore N.22°E near Green Island. At 2.30, the captain went on board the *Géographe*. The long boat and several scientists went ashore abreast of the anchorage. The jolly boat went to take soundings with the *Géographe*'s geographer; it as back at 8 o'clock in the evening. They landed on Green Island and found many birds there and a fur seal which jumped into the sea at their approach.

The captain returned on board at 10 o'clock in the evening. During the night, fine weather, light winds from W¼SW to SW, with strong gusts; lightning to the south. At 7 o'clock in the morning, the jolly boat and the launch took a kedge anchor out towards Point Legrand; squally weather with wind gusts and rain. At 8 o'clock, turned on the bower anchor; having the end of the cable on board, raised the bower anchor and then turned on the cable. At 11.30, in a strong squall, cast the bower anchor to avoid fatiguing our cables and hawsers. Winds from the NNW to the NW. At 6 o'clock in the morning, the long boat set out with some midshipmen, the scientists and the chief to go for a walk.

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<sup>3</sup> Named by D'Entrecasteaux; now known as Great Taylor Bay. Coordinates: latitude 43°25'60"S; longitude 147°11'60"E.

<sup>4</sup> Now Simpson's Point

28 to 29 [Nivose, Year 10, 18-19 January 1802] In the harbour of North West Bay, Van Diemen's Land

Squally weather with rain, moderate north-westerly winds. At 1.30, raised the bower anchor and turned on the kedge anchor; at 3.30, the cable being up-and-down, dropped the bower anchor. The launch and the jolly boat raised the kedge anchor and lengthened the tow. At 3.30, hoisted the topsails, the wind having freshened; hailed the ship's boats to come back to the ship. The launch was run out astern, and the jolly boat and the barge were placed on the hoists. At 4 o'clock, struck the topsails and ran out up to 50 fathoms of cable. Satellite Island bore from S.7°W to S.14°W; Rich Point bore S.30°E; Green Island bore N.23°E; Point Legrand bore N.9°W, by the compass. Towards 5 o'clock, the wind was from the WSW. At 5.30, we hoisted the topsails and turned the capstan. At 6 o'clock, got under way under topsails, jibs and staysails. At 7 o'clock, rounded Point Legrand; at 7.45, rounded Point Gicquel and anchored at the entrance to the North West Bay. Point Legrand bore S.12°W, Point Gicquel bore S.25°W, Piersons Point bore N.36°E, and Cape de la Sortie bore N.54°E.

29 to 30 [Nivose, Year 10, 19-20 January 1802]

Fine weather, variable light northerly winds to the NNW with a few gusts. The captain in the long boat went dragnetting all afternoon and caught a large number of basking sharks. At 6 o'clock, the *Géographe* anchored a short distance from us. In the evening, the launch returned laden with firewood; light northerly winds. During the night sighted many fires on shore. During the morning, overcast weather with squalls, light northerly and north-westerly winds; a work detail went to Point Gicquel to cut wood. At 6 o'clock in the morning, the long boat, under the command of Citizen Breton with four days' rations and armed with two boat guns and muskets, left to go up the North River to see if there were facilities for watering [the ship].

30 Nivose to 1 Pluviose [Year 10, 20-21 January 1802]

Squally weather, moderate wind from the WNW accompanied by strong gusts and rain. At 2 o'clock, we dragged our anchor and ran out 12 fathoms of cable and, shortly afterwards, cast the port anchor. The topgallant sails were unbent and the masts wedged up. The launch returned laden with wood; at 5.30 in the evening, the weather cleared; fine night. In the morning, the captain went in the launch to look for a watering point. At 8 o'clock, we turned on the port anchor, heaving with a messenger; at 11 o'clock it was raised. The starboard anchor was raised with the same apparatus and the port anchor was dropped in 30 fathoms, with a bottom of mud and shells, running out 80 fathoms of cable. Point Legrand bore S.13°W, Point Gicquel bore S.61°W. Cape de la Sortie bore N.45°E, by the compass.

1 to 2 [Pluviose, Year 10, 21-22 January 1802]

Fine weather, calm sea, moderate wind from the WNW, variable to the west, with strong gusts and patchy rain. During the afternoon, the winds dropped; cloudy sky and foggy horizon. At 10 o'clock in the evening, the captain was back; he brought some oysters that were distributed to the crew. Ran out the launch astern; hoisted aboard the jolly boat and the barge. During the morning of 2 Pluviose, the winds swung to the north and NNE, almost still. At 6 o'clock in the morning, the captain went on board the *Géographe*; he was back at 8 o'clock and gave us the order to stay at the far end of North West Bay. At 9.30, weighed anchor and heaved on the cables. At 10 o'clock, the long boat returned from its mission to the North River during which it discovered a very suitable watering point where we could water the ship.

2 to 3 [Pluviose, Year 10, 22-23 January 1802]



Fine weather, calm sea, light northerly winds to the north-west and north-east. At 1.30, being at the end of the tow, we dropped the port anchor in 14 fathoms, with a muddy bottom. At 4 o'clock, we ran out a new tow and, at 5.30, raised the bower anchor and got under way, with all sails braced up including the spanker and the mizzen topsail, to go and moor close to the *Géographe*; dropped anchor in 16 fathoms, with a muddy bottom.

Bearings taken at the anchorage:

Point Gicquel bore S.22°E

Cape de la Sortie bore E.6°N

- not corrected for variation 8°10' NE.

During the morning, we moored east-west; our launch set out at 7 o'clock in the morning to fetch water from the far end of the harbour. At 9 o'clock in the morning, the captain boarded his gig to join the commander. Draft: aft: 11 feet, 11 inches; forward: 11 feet, 2 inches; difference: 0 feet, 9 inches.

3 to 4 [Pluviose, Year 10, 23-24 January 1802]

Fine weather, calm sea, winds to the east, variable to the south-east, almost still. During the afternoon, the cables were overhauled on the orlop deck, the starboard range of cable was prepared, and the gun deck cleaned; the carpenters worked on the rudder trunk. At 9 o'clock in the evening, the captain returned in his gig; it was hoisted aboard at once, as was the barge. During the night there was a very thick fog which prevented us making out the shore. During the night, the winds were moderate and boxed the compass in succession; they varied from WNW to the west and WSW. At 6 o'clock in the morning, Citizen Saint-Cricq boarded the barge with all the instruments to go to the observatory set up at the far end of North West Bay.

4 to 5 [Pluviose, Year 10, 24-25 January 1802]

Fine weather, calm sea, moderate squally winds, variable from the WSW, south, south-west and west. At 1.30, the barge returned from the observatory. We passed our mooring hawser to port, to clear the cross that it made with the cable. We sent down the sheets and tacks of the courses. At 6 o'clock, the launch returned with 15 casks of water and, at 7.15, I received the order to go embark on the launch with a working party of six men to remain ashore to fill the casks and bring them to the launch. At 9.30, the barge was sent to the observatory; on the way, it took the sick ashore, with two men to look after them and to cut wood.

5 to 6 [Pluviose, Year 10, 25-26 January 1802]

Fine weather, smooth sea, moderate winds to the east; still all afternoon. At 5 o'clock in the evening, the jolly boat went to pick up the sick; they were ashore. As soon as it was back, the captain [illegible] on board the *Géographe* and returned at 9 o'clock; it was placed on the hoists at once. The barge was back at 11.30 in the evening from its fatigue duty at the observatory. From 4 o'clock to 10 o'clock, a north-easterly breeze arose, variable to the ENE, freshening a great deal. At midday, a moderate breeze was blowing from this quarter.

6 to 7 [Pluviose, Year 10, 26-27 January 1802]

Fine weather, calm sea, moderate breeze from the ENE, variable to the NNE. The pass boat, after having put the number 1 gardening chest on board the *Géographe*, went to pick up the sick who had been ashore since morning; it was back at 5 o'clock. The wind, having swung to the NNW, eased greatly. At 4.30, the launch arrived with 16 casks of water; we brought them on board at once. After raising the kedge-anchor which served as a mooring, [the launch] went to drop it to the south-west of the bower-anchor.

At 6.30, a strong squally north-westerly breeze caused our cable to part; it had been chafed on the bills of the bower-anchor. At 7 o'clock, we ran out cable to form a towline of 150 fathoms.

At 8 o'clock, the launch had again raised the kedge-anchor, but strong wind gusts, that struck it when pushing off, forced it to let go the anchor. In a lull in the breeze, it raised the anchor but, not being able to get the cable which, at the time, was caught in the bills of the bower-anchor, unbent the cable and ran it out after having lashed it above the hauling line of the launch and the buoy. The launch, being back alongside and the kedge-anchor on board, was sent to fetch water. Moderate north-westerly winds to the west, in which direction they had been since 10 o'clock.

7 to 8 [Pluviose, Year 10, 27-28 January 1802]

Fine weather, calm sea, winds from the WNW and NW, with strong gusts, which eased towards 4 o'clock but, at 6 o'clock, they resumed with the same strength as previously. At 9 o'clock we dropped the starboard anchor and increased the length of the cable to 30 fathoms. At 11 o'clock, the winds eased, and at midnight they were to the north-east. At 3.30 in the morning, the launch arrived, loaded with 14 casks. It was unloaded at once and sent again to the watering point. Towards 9 o'clock, the winds freshened from the north-west, variable to the west, with strong gusts. We freshened the starboard cable which was rubbing against the cut-water.

8 to 9 [Pluviose, Year 10, 28-29 January 1802]

Rainy weather, smooth sea, moderate winds, with strong gusts, variable from the NW, WSW, WNW, and west. The launch arrived at 4 o'clock in the morning with 15 casks; at 6 o'clock it was sent again to the watering point. During the morning, the main staysail was unrigged to repair it. Light winds to the WNW, variable to the WSW.

10 to 11 [Pluviose, Year 10, 30-31 January 1802]

Fine weather, calm sea, cloudy sky, light and variable south-easterly winds to the east and SSE. At 6.30 in the evening, the captain returned; he had communicated with the savages on Bruny Island. In the afternoon, the light winds swung to the SW, NW, NNE, and ENE. The launch arrived back at the ship at 7 o'clock.

11 to 12 [Pluviose, Year 10, 31 January-1 February 1802]

Fine weather, calm sea, cloudy sky. Very weak and variable winds from the ENE, east, NW and SW. During the afternoon, we cleared turns in our cables. The launch was sent at 11 o'clock. From 4 o'clock in the morning until midday, squally weather and moderate south-westerly winds to the north-west. At 7.15 in the morning, the launch arrived back loaded with water. Draft taken at midday: aft: 11 feet 8 inches; forward: 10 feet 8 inches; difference: 1 foot 0 inches.

12 to 13 [Pluviose, Year 10, 1-2 February 1802]

Fine weather, moderate variable winds from the WNW to the west. At 3 o'clock, the launch left for the watering point. At 5 o'clock, the jolly boat left to pick up the captain on board the *Géographe*; the barge was sent there too. At 8.30, the barge and the jolly boat were back; they were put on the hoists. The captain brought some fish which was distributed to the crew. From 4 o'clock in the morning until midday, there was almost no wind. The carpenters worked on the starboard hawse-box.

13 to 14 [Pluviose, Year 10, 2-3 February 1802]

Fine weather, very weak and variable winds from the ENE, NE and WNW. At 4.30, the long boat returned from its task. Citizen Faure showed that Marion Bay did not communicate with Frederick Henry Bay; only a small tongue of sand separates them so that Abel Tasman Island is only a peninsula.

He saw several freshwater streams and could not manage to communicate with the natives. In the evening, the carpenters finished the starboard hawse-box; we then hauled in the hawser and let go the cable that we had lashed to it. At daybreak, we swayed up our topgallant masts, then tightened the shrouds and backstays. The launch, loaded with water, arrived at 10.30 in the morning. It was at once unloaded and sent empty to go and pick up the remainder of the casks ashore, with orders from the captain for me to embark in the launch with my work party. We lashed the extra hawser on the port cable, which we eased off to facilitate the task of the carpenters in putting the hawse-box in place. No wind for the remainder of the 24 hours.

14 to 15 [Pluviose, Year 10, 3-4 February 1802]

Fine weather, light variable winds from the ENE, NE, north and NW. The mizzen mast stays were tightened, then we swayed up the mizzen topmast which was chocked again. The long boat was sent ashore to pick up several pieces of wood. At 11.30 in the evening, the *Géographe*'s longboat brought back Citizen Saint-Cricq and the astronomical instruments which were at the observatory. At 4 o'clock in the morning of the 15<sup>th</sup>, rigged the capstan to weigh the starboard anchor; at 6.30, it was catted. We then brought on board 100 fathoms of the port cable.

15 to 16 [Pluviose, Year 10, 4-5 February 1802]

Foggy weather and cloudy sky. Light easterly winds, variable to the south and SSE. At 12.30, I arrived in the launch with all the material remaining at the observatory. After the crew had lunched, it was unloaded and brought on board, as well as the long boat. At 3 o'clock, the captain boarded his gig to go to the *Géographe*. At 4.30 in the morning of the 16<sup>th</sup>, heaved the anchor short and, at 5 o'clock, set and hoisted the topsails. The weather was foggy and almost windless, which prevented us from getting under way. At 10 o'clock, struck and furled the topsails, and ran out 6 fathoms of cable.

16 to 17 [Pluviose, Year 10, 5-6 February 1802]

Foggy weather and smooth sea. Flat calm until 2.30 when a light breeze arose from the NNE which, as it freshened, swung to the north-west, the west and finally the south-west. The gusty wind brought with it suffocating heat.

At 3.30, the port cable was freshened, and the range of the starboard cable was lengthened. At 5 o'clock, we dragged our anchor and then ran out some cable; the hawser which was caught from below the [illegible] was run out by the end with a buoy whose mooring failed; at 6 o'clock, we sent down our topgallant masts. At 7.30, we dragged a second time; the starboard anchor was dropped and we then were busy bending the main anchor. The wind still gusty from the SW, WSW, and SSW. The natives lit many fires around the harbour; we saw three on the nearby shore.

17 to 18 [Pluviose, Year 10, 6-7 February 1802]

Moderate variable and gusty winds from the SW, SSE and south. Clear sky and smooth sea. The wind eased in the afternoon. At 4.30 in the morning of the 18<sup>th</sup>, we started to heave on the cable of the starboard anchor, which came home and was catted. At 5.30 we did the same for the cable of the port anchor. At 6 o'clock, [the anchor cable] being up-and-down, hoisted the topsails and set the mizzen topsail. At 7 o'clock, the anchor was catted, but the wind dropped and we cast the starboard anchor, running out 40 fathoms of cable. During the afternoon, we fished the port anchor and brought on board the fifty fathoms of cable that had remained caught around the anchor from a few days ago.

18 to 19 [Pluviose, Year 10, 7-8 February 1802]

Fine weather during the 24 hours, very light southerly winds, variable to the ESE and SE. During the morning, the commander signalled us to imitate his manœuvres. We at once struck our topsails and squared our yards. The wind having freshened, we ran out 20 fathoms of cable. At 9.30, the captain boarded his gig.

19 to 20 [Pluviose, Year 10, 8-9 February 1802]

Fine weather, a little fog, moderate wind from E<sup>1</sup>/<sub>4</sub>SE to NE. The *bâton d'hiver*<sup>5</sup> was put in place, and the studding-sails and topgallant staysail furled. The tie of the main topsail was changed, leaving it direct-acting. The barge brought some fish which was distributed to the crew, and it set out to spend the night fishing. Flat calm during the night and all the morning; much fog.

At 8 o'clock, the *Géographe*'s barge came to pick up our surgeon. During the morning, the royals and topgallant sails were unbent, and their yards and masts were secured in the after chains; the barge, having returned from fishing, went back at once for the same task.

20 to 21 [Pluviose, Year 10, 9-10 February 1802]

Fine weather, flat calm. At 4 o'clock, the long boat was launched and sent to Bruny Island with Citizen Leschenault, botanist; the barge returned with few fish and left at once. At 8.30, the long boat arrived; it was embarked as was a native catamaran that had been found adrift in the middle of the Channel. The jolly boat brought much fish that was distributed to the crew. In the morning, weather overcast and foggy.

21 to 22 [Pluviose, Year 10, 10-11 February 1802]

Weather overcast and foggy; flat calm. The barge brought back some fish which were distributed to the crew. Light rain during the night; the barge was sent to fish.

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<sup>5</sup> A short staff, put up instead of the topgallant mast in winter time and bad weather

22 to 23 [Pluviose, Year 10, 11-12 February 1802]

Weather overcast and foggy; fine rain during the 24 hours. Flat calm. A light southerly breeze to the SSE. At 4 o'clock, we summoned the *Géographe's* chief surgeon; the captain's gig returned with Citizen Taillefer<sup>6</sup>, second surgeon; he left at once and returned with Citizen Lharidon<sup>7</sup>, chief surgeon. At nightfall, they went back to their ship. Towards midday, a pig belonging to the staff jumped into the sea; it succeeded in swimming ashore where we could see it walking about. At 5 o'clock, the jolly boat was sent, but could not find it.

23 to 24 [Pluviose, Year 10, 12-13 February 1802]

Weather overcast and foggy, light southerly breeze to the south-east; light rain until 4 o'clock in the morning. The barge went fishing several times and wasn't very lucky; several of its gentlemen went hunting the escaped pig but saw nothing. At 11 o'clock in the morning, the captain left in his gig.

24 to 25 [Pluviose, Year 10, 13-14 February 1802]

Fine weather, light easterly breeze to the ESE. In the evening, the captain returned on board. During the night, light easterly wind to the NNE. At 4.30 in the morning, the breeze being from the NNW, turned the anchor cable (up-and-down at 5 o'clock), hoisted the topsails. At 5.30, got under way with the fore staysail; we wanted to bear away to starboard, but we bore to port, [with the] anchor catted, all sails set. Sailed along the coast of Van Diemen's Land, after having rounded the east tip of North West Bay. The winds drew ahead, passing to the NE and ENE; we tacked between Piersons Point and Cape de la Sortie without being able to round the latter. At 9 o'clock, on the tenth reach, we anchored in 19 fathoms [illegible]

Bearings taken at the anchorage:

Point Gicquel bore S.44°W

Piersons Point bore N.15°E

Cape de la Sortie bore N.75°E

- by the compass.

The sails [being] furled, the backstays were changed.

25 to 26 [Pluviose, Year 10, 14-15 February 1802]

Fine weather, light northerly breeze to the east. At 2.30, ran out up to 70 fathoms of cable. During the night, moderate westerly wind. At 1.30, hoisted the topsails tied with rope-yarn. The winds turned to the south-west and swung to the south at 6 o'clock with a little rain. The topsails were struck and furled.

26 to 27 [Pluviose, Year 10, 15-16 February 1802]

Fine weather, cloudy sky, a light wind from the ENE to the NE. At 5 o'clock in the morning, we hoisted our topsails and got under way, on the starboard tack, with a light wind from the NNW to the NE. Being under Van Diemen's Land, we were becalmed and went on to the port tack. At 6.30, the commander having anchored, we did the same. At 8 o'clock, the captain's gig went dredging; at 9.30, the barge took Citizen Saint-Cricq to Cape de la Sortie to carry out observations.

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<sup>6</sup> Hubert-Jules Taillefer: Second surgeon; transferred to the *Naturaliste* at Port Jackson, 3 November 1802.

<sup>7</sup> Lharidon de Créménec : Chief surgeon

27 to 28 [Pluviose, Year 10, 16-17 February 1802]

Fine weather, set up the bowsprit bobstays and the forward backstays and preventer shrouds. Moderate wind from the NNE, changing from the north, NNW, NW west and SW. At 6 o'clock, there was a flat calm which lasted a quarter of an hour. The breeze arose from the SE to the SSE. The commander signalled us to get under way at once; we turned the capstan and, at 7.15, got under way with a very variable wind and set course to leave the Channel. At 8 o'clock, after having rounded the Cape de la Sortie, we dropped anchor; the Cape bore S.22°30'W; Piersons Point bore S.56°15'W; the southern tip of Willaumez Island bore due east. The lead showed 14 fathoms around the ship. During the night, a little fog, almost no breeze; at 10.30, the breeze settled in the south-east. At 5.30, heaved the anchor to a long stay; at 8.45, hoisted the topsails. At 9.15, got under way with the non-square sails; at 9.30, set the topsails and the lower sails, with a moderate south-easterly wind, close-hauled on the starboard tack until midday. We tacked backwards and forwards between Bruny Island and the Northern Peninsula; at midday, Cape de la Sortie bore N.72°W, Cape Direction bore N.4°30'E, [illegible] by the compass.

28 to 29 [Pluviose, Year 10, 17-18 February 1802]

Fine weather, calm sea, moderate breeze. Tacking to round the Abel Tasman Peninsula. At 4 o'clock, [bearings] by the compass: Cape de la Sortie bore N.73°W, the reefs at Cape Direction bore N.59°W, Cape Trobriand bore S.9°W, Cape Cannelé<sup>8</sup> bore S.6°30'W. Weather overcast during the night. At 10.30, no wind; hauled down the staysails. At 11 o'clock, north-westerly breeze; clewed up the main sail, hauled down the spanker, the mizzen staysail, the mizzen topmast staysail, and braced square. At 11.30, trimmed on the port tack, course S.45°E, wind freshened from the NNE and set all sails. At midnight, Cape Trobriand bore S.33°45'W, about 3 miles distant; at 4 o'clock, it bore S.67°30'W. During the night, we took soundings every half-hour, and found from 28 to 40 fathoms. At 5 o'clock, the breeze freshened. At 8 o'clock, Cape Raoul bore N.8°E, Cape Pillar bore N.58°E, and the small Tasman Island<sup>9</sup> bore N.70°E. After having rounded Cape Raoul and Cape Pillar, we let the ship come gradually to a northerly course. At 10.30, we rounded the small Tasman Island. At 11.45, we rounded the main Hippolyte Rock<sup>10</sup>; at midday, it bore S.5°W. We rigged the topgallant masts after having cut away the pole-masts.

29 to 30 [Pluviose, Year 10, 18-19 February 1802]

Fine weather, moderate breeze. The topgallant sails were bent and unfurled. At 3 o'clock, we sailed into the channel separating Maria Island from Van Diemen's Land. We gradually reduced sail and, at 4.15, we anchored close to the *Géographe* in 10 fathoms, with a bottom of fine grey sand, and ran out 50 fathoms of cable.

At anchor in the channel separating Maria Island from Van Diemen's Land.

Bearings taken at the anchorage:

The most westerly point of Maria Island bore N.4°E

The southern tip of the same island bore S.29°E

The most southerly tip visible of the Tasman Peninsula bore S.9°E

Cape Frederick Henry bore S.3°E

The big cape to the north of Marion Bay (Cape Sarcettes) bore S.45°W

A small island bore N.19°W

The most easterly point visible of Van Diemen's Land bore N.6°W.

As soon as the sails were furled, the topgallant sails were unbent and the barge launched. It took soundings around the ship and found 10 fathoms everywhere; it then went fishing. The long

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<sup>8</sup> Previously named 'Fluted Cape' by Furneaux.

<sup>9</sup> Coordinates: 43°14'11"S; 148°0'11"E.

<sup>10</sup> Coordinates: 43°7'19"S; 148°3'12"E.

boat was launched. At 9 o'clock, the barge returned with some fish. During the night, fine weather; moderate easterly wind to the NNE. At 3.30 in the morning, the long boat, under the command of Citizen Faure, geographer, set out to reconnoitre the Schouten Islands; it had 10 days' rations. At 6.30 in the morning, the captain went to Marion Bay in his gig. During the morning, a moderate northerly wind.

30 Pluviose to 1 Ventose [Year 10, 19-20 February 1802]

Fine weather, light wind from the NNW. At 5 o'clock, the weather became overcast and the breeze freshened from the north-west. We ran out 30 fathoms of cable and lowered the topgallant masts.

At 6.30, the barge arrived from fishing; during the night, we had a lantern at the peak to indicate our position to the jolly boat. The wind eased and was almost off-shore. At 4 o'clock, the barge went [illegible] we brought on board 30 fathoms of the cable that had been run out yesterday. Moderate breeze during the morning. At 10 o'clock, in accordance with the commander's signal, the launch was swung out and, at 11 o'clock, it left under the command of Citizen Freycinet; it had 3 days' rations and was armed with 4 muskets and 4 swords. The captain's gig went [illegible] to Oyster Bay.

1 to 2 [Ventose, Year 10, 20-21 February 1802]

Weather overcast and foggy, moderate wind from the ESE. At 2 o'clock, the barge returned from fishing with many fish which were distributed as a meal to the crew. At 2.30, the carpenters went to Maria Island to cut wood; they returned with several pieces of wood. During the night, fine weather, with light winds from the ENE to the NNW. At 3.30 in the morning, the barge set out with the petty officers to fish and the carpenters to cut wood. No wind during the morning. At 6 o'clock in the morning, the commander put his yards horizontally, and hoisted his broad pendant and flag to half-mast because of the death of M. Maugé, zoologist; we imitated his manoeuvre. Towards 9 o'clock, the body of the deceased was carried ashore on Maria Island and buried; the commander, the captain and the scientists attended the funeral. We fired three rounds from our four swivel-guns, as did the commander.

2 to 3 [Ventose, Year 10, 21-22 February 1802]

Fine weather, cloudy sky, light north-easterly breeze to the south-east. The barge took the sick ashore. At 3 o'clock we put our yards horizontally in imitation of the commander. At 7 o'clock, the jolly boat went to pick up the sick, and the barge returned with the carpenters, some wood, and three barricoes of fresh water. During the night, the weather [was] overcast and foggy; [with a] moderate south-easterly breeze to the south. During the morning, light fine rain with light winds from the SSW to the SE. At 11 o'clock, the barge returned with a lot of fish.

3 to 4 [Ventose, Year 10, 22-23 February 1802]

Overcast weather, light south-easterly breeze to the north. At 5 o'clock, the launch arrived; it had carried out a geographical survey from Cape des Sarcettes as far as the most northerly point (seen from the anchorage) of Van Diemen's Land. It was making a lot of water and, at 8 o'clock, was brought on board and placed on the gratings to be repaired. A light fine rain fell from 11 o'clock in the evening. At daybreak, the captain boarded his gig; the barge was in Oyster Bay, where it had gone to fetch some oysters.

4 to 5 [Ventose, Year 10, 23-24 February 1802]

Fine weather, flat calm, continual rain; the barge arrived laden with oysters. At 4 o'clock, overcast and foggy weather. The carpenters and caulkers worked on the launch. In the evening, the captain returned to the ship. From midnight to 5 o'clock, light winds from the NNE to the

NNW. At 5 o'clock in the morning, the barge went fishing. At 7 o'clock, the wind freshened from the SSE and, at 7.45, having dragged our anchor, we ran out 80 fathoms of cable. Moderate wind.

5 to 6 [Ventose, Year 10, 24-25 February 1802]

Overcast weather ahead, rough sea and strong gusty wind from the WSW. Being repaired, the launch was put on its stocks. At sunset, the wind and sea eased greatly. During the night, light south-westerly winds to the SSW. We kept a lantern at the peak because of the barge which was away; at 6.30, the captain left in his gig to go to meet it. No wind during the morning; at 8 o'clock, 80 fathoms of cable were brought on board and we set sail to the south-east. At 10.30, the barge arrived laden with oysters.

6 to 7 [Ventose, Year 10, 25-26 February 1802]

Fine weather, light northerly wind to the NNW. At 2.30, furled all the sails; at 4 o'clock in the morning, the barge went fishing. During the morning, the port anchor was raised to be inspected; as soon as it was aweigh, it was cast in 13 fathoms, with a bottom of fine sand, and 50 fathoms of cable run out. The sick were ashore. The long boat arrived back from its fatigue at 11.30. Ashore in the anchorage, Observed latitude: S.42°42'10"; observed longitude: E.145°54'0".

7 to 8 [Ventose, Year 10, 26-27 February 1802]

Fine weather, light winds from the NNW. The topgallant masts were swayed up and the yards crossed. Following the commander's signal, the long boat was embarked and the sick returned on board. The barge was embarked during the night; light winds from the SSW to the SW. At daybreak, the southerly breeze drew to the north, via the east, and eased. At 6 o'clock, the topsails were hoisted and the anchor heaved short. At 9 o'clock, the commander having set his topsails, we weighed anchor and got under way, under the foresail, the topsails and the topgallant sails. Light wind from the NNE setting to the SSE to round the rocks which are at the south-western tip of Maria Island. At 10.30, the breeze swung to the SSE; we were taken aback and went close-hauled on the port tack, standing towards Cape Sarcettes. The wind freshened as it veered aft; we stood in succession to the SW, south, SSE and SE.

Bearings taken at midday:

The most easterly point visible of Maria Island bore N.38°E

A small island (sighted from the anchorage) bore N.20°W

Cape Frederick Henry bore S.6°W

The most southerly cape visible of the Tasman Peninsula bore S.6°

- by the compass

Draft taken when the anchor cable was up-and-down: aft: 11 feet 11 inches; forward: 11 feet 6 inches; difference: 0 feet 6 inches. At midday, observed latitude: 42°44'4"; longitude 145°17'17".

8 to 9 [Ventose, Year 10, 27-28 February 1802]

Fine weather, calm sea, moderate breeze. At 4 o'clock, the middle of Schouten Island bore N.6°W, the visible northern part of Maria Island bore N.27°W, the southern tip of the same island bore N.61°E, the small Tasman Island bore S.20°W. At 5 o'clock, took a reef in the mizzen topsail. At 6.30, the north-east tip of Maria Island bore N.45°W, the small Tasman Island bore S.43°W, Cape Pillar bore S.47°W; fresh breeze during the night. At 8 o'clock hauled down the mizzen topmast staysail and the two staysails. At 9 o'clock, hauled down the main jib, furled the topgallant sails and took the second reef in the mizzen topsail. At 10 o'clock, the *Géographe* being no longer in sight, we hoisted a lantern to the head of the foremast. It stayed



there until 11.45 without the *Géographe* replying. At midnight, we sighted the *Géographe* running on the starboard tack; we immediately put the ship about and crowded on sail. At 8 o'clock, sighted the north-east tip of Maria Island bearing N.39°W; the small Tasman Island bore S.45°W. We tacked the ship, [and took soundings] without finding bottom at 80 fathoms. At midday, the north-east tip of Maria Island bore N.41°W and the small Tasman Island bore S.47°W. We observed a variation of 9°50'NE.

9 to 10 [Ventose, Year 10, 28 February-1 March 1802]

Fine weather, calm sea, moderate wind. At 4 o'clock, the north-east part of Maria Island bore N.70°W, as far as the eye could see. At 2 o'clock, took in the second reef in the mizzen topsail. Fresh breeze. At 9 o'clock in the evening, the weather became overcast and cooled down. At 10.30, lost sight of the commander; [and] kept a lantern burning until midnight. Fine rain and very thick fog, which dissipated at 1.45 and we sighted the commander a short distance ahead. Crowded on sail and overtook him to leeward, passing very close. At 6.30, the topgallant sails were unbent; the main was strained and the fore rigged to the main mast. At 6 o'clock, the commander having gone on to the starboard tack, we imitated his manœuvre. Fine rain, overcast and foggy weather; the commander ahead to leeward.

10 to 11 [Ventose, Year 10, 1-2 March 1802]

Foggy and rainy weather; at the beginning of the watch, it fined up. The anchors were stowed and secured. At 8.15, the commander put his ship about. At 8.15, we wore ship after having missed stays twice. Fine weather, fresh breeze, rough sea; unbent the main topgallant sail. At daybreak, the wind abated and the sea fell. We bent the topgallant sails and made sail. At 6.30, the commander went on to the starboard tack; we imitated his manœuvre. At 10 o'clock, let out a reef in the mizzen topsail.

11 to 12 [Ventose, Year 10, 2-3 March 1802]

Light wind, smooth sea, very thick fog until 7 o'clock; rang the bell long and strongly each quarter-hour. At 5 o'clock, fired a swivel-gun shot. At 6.30, the commander signalled us to change tack, by a single swivel-gun shot the first time and three the second [time]; we answered with one round and immediately tacked the ship. During the night, set different suits of sails to keep close to the commander. At 3 o'clock, kept the mizzen topsail on the mast for a quarter-hour to wait for him; at 4 o'clock, went on to the starboard tack imitating the commander's manœuvre. At 5 o'clock, set all sails, the weather overcast and a very light breeze. At 11 o'clock, shortened sail to avoid moving away from the commander. At midday, almost no wind, the ship scarcely making steerage way.

12 to 13 [Ventose, Year 10, 3-4 March 1802]

Fine wether, calm sea, light breeze. At 2.30, brailed up the foremast topsail to repair it. At 3.30, the breeze having swung to the south-east, went on to the starboard tack to join the commander. At 4 o'clock, set the foremast topsail. We had tacked backwards and forwards to allow the commander to come closer; he had not signalled any course. At 7.15, being within voice range, he gave us the order to hold the wind on the starboard tack until midnight. From midnight to 4 o'clock, steered SSW then, if the weather permitted, we would stand to the west towards land and, if he should heave-to, he [the commander] would warn us by means of two swivel-gun shots. Weather overcast during the night; fresh gusty wind. From 8 o'clock until midnight, the *Géographe* showed us a light every hour. At midnight, wore ship, on the port tack, the commander then bearing N¼NW, very close by; at midnight, we lost sight of him to the north. The weather foggy and rainy. At 2.15 and 3 o'clock, we fired a flare without an answer from the *Géographe*. At 5 o'clock in the morning, dropped the foresail, set and hoisted the topgallant sails. At 6.15, the commander was sighted to the south-east; at 6.30, he was in sight but more to port of us. Then the foresail was brailed up, the topgallants struck and the ship allowed to come to course S.22°30'W. We no longer knew the position of the *Géographe*, the weather being very foggy. At 5 o'clock, 6 o'clock, 6.30 and 7 o'clock, we fired a swivel-gun shot; the commander not answering any of them.

13 to 14 [Ventose, Year 10, 4-5 March 1802]

Overcast and foggy weather, almost no wind. At 1.30, the breeze swung to the ESE and freshened gradually. Dropped the foresail and hoisted the topgallant lights. At 3 o'clock, in a clear period, we saw an eclipse of the sun for two minutes. At 6 o'clock, furled the topgallant sails and brailed up the foresail. At 6.15, wore ship, close hauled on the starboard tack; fresh breeze. At 2 o'clock, wore ship and went on to the port tack. The commander was not in sight during the afternoon and night. At 5 o'clock, dropped the foresail, and set and hoisted the topgallant sails. At 6 o'clock, land was sighted to the west. At 6.30, the *Géographe* was sighted to the ENE; we fired three swivel-gun shots to make ourselves known. At 8 o'clock and 8.30, we tacked the ship. At midday, the most northerly part visible of Van Diemen's Land bore N.33°W; the most southerly bore S.4°W; a very high peak bore S.81°W; another bore S.73°S.

14 to 15 [Ventose, Year 10, 5-6 March 1802]

Fine weather, smooth sea, light wind. At 4 o'clock, the most southerly point visible bore S.8°E; the northerly extremity visible bore N.16°W; (A) a low point bore S.82°W. At 4 o'clock, tacked the ship on the starboard tack. At 6 o'clock, the northernmost extremity visible bore N.10°W; the southernmost bore S.3°E; (A) a low point bore S.70°W; (B) a point bore S.11°W. During the night, a flat calm. The *Géographe* was out of sight; it did not answer the several lights that were shown. At 3.30, it was sighted bearing S¼SE. At 4 o'clock, set all sails, the breeze freshened and veered aft. At 6.30, let out the reefs in the topsails and rigged the three forward port studding-sails. At 6 o'clock, the northern extremity of Van Diemen's Land bore N.24°W; the southern tip bore S.4°W; (A) the low point bore N.64°W; (B) a point bore S.39°W. At 9 o'clock, the northern extremity bore N.27°W; the southern tip bore S.9°W; point (B) bore N.87°W. At 9 o'clock, we came alongside the commander; he told us that he was going to send a boat ashore and that we would keep close to him. At 10.15, the commander hove-to and launched his boat. We then kept close-hauled on the port tack. The land to the south gave the appearance of being a group of islands but, when very close, we saw that they were linked by low-lying land; these were called the Schouten Islands. Citizen Faure, our geographer sent previously to Maria Island in the long boat [illegible], recognised all these so-called islands and acknowledged that there was only one island with several small islets. At midday, compass bearings showed the northern tip of Maria Island bore S.20°; the northern extremity of Schouten

Island bore S.38°W; isthmus (A) bore S.81°W; the visible tip of Van Diemen's Land bore N.35°W. Observed latitude: 42°10'9"; estimated latitude 41°57'29"; estimated longitude 146°45'21".

15 to 16 [Ventose, Year 10, 6-7 March 1802]

Fine weather, moderate breeze, smooth sea, on the same tack as the commander. At 5 o'clock while going about, when changing the after sails, the main topgallant braces not having been loosened, the yard broke in the middle. The topgallant sails [were] unbent, the fore topgallant sail [being] bent on the main mast. At 4 o'clock, the northern tip bore N.18°W, the southern tip bore S.1°W.

At 3 o'clock, took the first reef in the topsails and two in the mizzen topsail. At 8 o'clock, the *Géographe* hoisted a lantern; it bore NE<sup>1</sup>/<sub>4</sub>E ahead; at 8.15, it fired a flare. We were ahead of him; he was then hove-to. We bore up to pass under his lee; the commander ordered us to repeat his signals. At the same moment, his spritsail-yard caught in our main shrouds and broke. His bowsprit-boom caught our crossjack yard and broke it. We got busy at once to repair this damage. At 11 o'clock, the mizzen topsail was set. We fired two flares and fired a swivel-gun shot to imitate the commander of whom we had lost sight at 10 o'clock towards SW<sup>1</sup>/<sub>4</sub>W. At 1.30, unbent the fore topgallant sail which was on the main mast. At 2.30, after having tried twice to tack the ship, we wore ship on the starboard tack. At daybreak, sighted the commander; at 7 o'clock, bent the topgallant sails and brailed up the main sail. At 8 o'clock, the northern tip of Van Diemen's Land bore N.34°W; the southern extremity bore S.25°W; isthmus (A) bore S.62°W. At 9.15 set all sails; at 10 o'clock and midday, set all sails.

16 to 17 [Ventose, Year 10, 7-8 March 1802]

Fine weather, smooth sea, moderate breeze. At 2.30, wore ship after missing stays three times. At 4 o'clock, the northern tip visible of Van Diemen's Land bore N.34°W; isthmus (A) bore S.54°W. At 4 o'clock, wore ship after missing stays once. From 5 o'clock to 5.30, the commander fired three cannon shots; he was then a great distance away, bearing N.46°W. At 5.45, Maria Island bore S.24°W; isthmus (A) bore S.57°W; the southern tip of Van Diemen's Land bore S.26°W; very light wind. At 7 o'clock, flat calm; overcast weather to the south-east. At 8.05, the wind blew strongly from the south-east. Furled the topgallant sails and the mizzen topsail, and brought the topsails on to the mast top; the main was let go. At 10 o'clock, took the second reef in each topsail and set the main. At 9.30 and 11 o'clock, fired a flare and, at 9.30, fired a swivel-gun shot. Strong wind, heavy sea. At midnight, wore ship on the port tack. Every half-hour during the night, we fired a swivel-gun shot and burned a flare alternately. At 12.30, unbent the topgallant sails. At daybreak, fine weather and moderate breeze. At 6 o'clock, let out a reef in the topsails and struck the main sail. At 5 o'clock, land to the west. The crossjack yard was changed. At 8 o'clock, unbent the topgallant sails, set and hoisted the mizzen topsail, bent the starboard and port studding-sails that were taken in at 10 o'clock. The wind has varied greatly since yesterday. At 7 o'clock, the commander was not in sight. At midday, the southern tip of Van Diemen's Land bore SSE; Eddystone bore due west; the eastern tip of Van Diemen's Land bore N.28°W; the most southerly of the Furneaux Islands bore N.11°W. Observed latitude: 41°11'34"; estimated latitude: 41°8'34". Estimated longitude: 145°26'45".

17 to 18 [Ventose, Year 10, 8-9 March 1802]

Fine weather, calm sea, moderate wind. At midday, a swivel-gun shot was fired so that we could recognise the *Géographe*, that we thought we could see to the south; it turned out to be a rock. At 1.30, tacked the ship on the port tack. At 9.45, a ship that was taken to be the *Géographe* was sighted to the south-east. The anchors were got ready for dropping. At 1 o'clock, the northern extremity visible of Van Diemen's Land bore N.48°W; the southern tip

visible bore S.11°W; a very thick column of smoke on a small island bore S.40°W. At 4 o'clock, we bore up towards the ship sighted and quickly recognised it as a schooner which had hove-to; it was flying the English flag. At 6.15, we hove-to, on the port tack, to windward of the schooner and hoisted our colours. Hardly had she seen them than she filled her sails to move away. We filled our sails and steered towards her, all sails set, including the port studding-sails. She immediately bore away, on the starboard tack. We took in our studding-sails smartly and changed tack. A moment later, being across her bow, we hailed her in English that we were an exploration ship and friends. Then she hove-to and we also hove-to, starboard side to the wind. The jolly boat was launched and Citizen Millius boarded the schooner. She was the *Endeavour* of Port Jackson, which she had left 18 days previously, to go to Maria Island. She had a crew of 14 men and a cabin boy, and fished and hunted fur seals and kangaroos. At 7.30, the jolly boat was back and it was at once placed on the [illegible] and we filled the sails; the schooner did the same. [illegible]. During the night and set sail. Rather fine weather, moderate wind, rough sea. At 12.30, took soundings without finding bottom at 100 fathoms. At 3 o'clock, brailed up the main sail and, at 4 o'clock, took the second reef in the topsails. At 5 o'clock, boarded the main-tack and, at 6.45, furled the mizzen topsail. At 8 o'clock, the southern extremity visible of the Furneaux Islands bore N.75°W; the southern extremity of Van Diemen's Land bore S.34°W. At 11.15, wore ship on the starboard tack. At midday, the Furneaux Islands bore from N.68°W to S.68°W. Doubtful latitude: 40°22'39"; estimated latitude: 40°33'10"; estimated longitude: 146°39'51".

18 to 19 [Ventose, Year 10, 9-10 March 1802]

Overcast weather, heavy sea and a moderate wind. At 1.30 we unrigged the topgallant sails. At 4 o'clock, the northern extremity of the Furneaux Islands bore N.40°W; the southern tip bore N.55°W. At 4.30, the winds having swung to the south-east, we went on to the port tack. At 5.45, sighted a waterspout to the north. At 6 o'clock, the northern extremity of the Furneaux Island bore N.33°W; the southern extremity bore N.66°W; the northern tip of Van Diemen's Land bore S.66°W; the southern extremity bore S.22°W.

At 8 o'clock, after having missed stays three times, we turned in a sudden wind shift. At 11 o'clock, let out a reef in the mizzen topsail. At 2 o'clock, wore ship [and] bent the topgallant sails. At 4 o'clock, the lead failed to show bottom at 80 fathoms. The wind having eased, at 5.30, we loosened the topgallant sails and let out a reef in each topsail. At 6 o'clock in the morning, the southern extremity of Van Diemen's Land bore S.1°W; the northern extremity bore N.80°W; the southern extremity of the Furneaux Islands bore N.37°W; the northern extremity bore N.76°W. At 8 o'clock, the southern tip of Van Diemen's Land bore S.15°E; the northern extremity bore N.76°W; the southern extremity of the Furneaux Islands bore N.18°W; the northern extremity bore N.14°E. Between Van Diemen's Land and the Furneaux Islands, we could see low-lying land which appeared to be small islands. At 9 o'clock, we sighted a ship anchored between Swan Island and the Furneaux Islands. At 10.20, hove-to and launched the long boat. Citizen Millius embarked on it to board the ship [we had] seen. At midday, the eastern extremity of the Furneaux Islands bore N.22°E; the western extremity visible bore N.27°W; the southern tip of Van Diemen's Land bore 25°S [*sic*]; the western extremity visible bore W.7°S; the northern tip of Swan Island bore W.15°N.

19 to 20 [Ventose, Year 10, 10-11 March 1802]

Fine weather, calm sea, almost no wind, a light breeze from the NE and NNE. At 12.15, the boat, that we had taken to be from the brig, came alongside; it was the *Géographe's* long boat that had been launched at 10.15 on the morning of the 15<sup>th</sup>; this boat had wanted to join us in the evening but, seeing us running for the open sea and having lost sight of us at nightfall, it had stood into land and sailed along the shore as far as Swan Island where, very fortunately, it

had found the English brig, which had given them some rations that they were lacking. At 10.45, we anchored in 19 fathoms, with a bottom of muddy sand, and ran out 150 fathoms of cable. The northern tip of Swan Island bore S.61°E; the south-west tip of the same island (via a small island) bore S.35°E; the western extremity visible of Van Diemen's Land bore S.48°W; the western extremity visible of the Furneaux Islands (a small island) bore N.38°W; the eastern extremity of the same islands bore N.27°W. At 3.20, Monsieur Millius, in the long boat, returned from the brig; it was called the *Harrington*, Captain Campbell, of Port Jackson. It was hunting for seals; at the same time, it was carrying out some geographic work. Several of its sailors asked to come on board; one of them even hid in our ship's boat, but Monsieur Millius made him re-embark in his boat. At 7.30, the brig *Harrington*, passed alongside; its captain promised ours to come on board the next day with his lady. Fine weather during the night, with a light northerly wind. At daybreak, the long boat set out for Point Portland with MM Saint-Cricq and Faure. At 9 o'clock, we turned the capstan to check the anchor cable; got underway, with the fore staysail and the mizzen, to facilitate this manœuvre. At 9.45, with the anchor heaved long, furled the fore-staysail and put the mizzen topsail on the mast. At 11 o'clock, it was furled and the same warping-line as before (150 fathoms) run out. Moderate wind from the NNE. At 8.30, the English brig, anchored to the west of us about two miles away, got under way and set course to the WSW. Note: When we anchored at 1.45, the current was setting to the west. At 10.15, low water and, at 10.45, the start of the flood; at 4 o'clock in the morning, high water and, at 4.30, the start of the ebb. At 10 o'clock, slack-water; at 10.45, the start of the flood. On the 19<sup>th</sup> at 2 o'clock, unbent the topgallant sails. The flood set to the west and the ebb to the east; the fastest speed of the current was 2.8 knots; we cast the log every hour. At the anchorage, observed latitude: 40°38'50" [illegible line, observations]

20 to 21 [Ventose, Year 10, 11-12 March 1802]

Fine weather, moderate wind from the NNW and NNE. We started to paint the outside of the ship. At 7 o'clock, the long boat returned from Cape Portland. At 6.30 in the morning, the *Géographe's* long boat was launched and, at 8.30, it left with five days' rations to take fixes of different points along the coast from Eddystone to Swan Island. At 9 o'clock, the long boat went to Swan Island to take MM Saint-Cricq and Freycinet. The barge, with the petty officers, went to the Furneaux Islands to fish. At 4 o'clock, slack-water; 5.30, ebb; at 10.30, slack-water; at 11.45, flood; at 5 o'clock in the morning, slack-water; at 5.30, ebb. At 11 o'clock, slack-water; at 11.30, flood.

21 to 22 [Ventose, Year 10, 12-13 March 1802]

Fine weather, light north-westerly breeze to the WNW. At 4 o'clock, the long boat [was] back from Swan Island, where one of our comrades remained with the two officers, set out with Mr Millius for the small island (that I call Hunting Island); painting the corvette continued. At 8.30, put a lantern at the peak and, at 10 o'clock, fired a flare. At 2 o'clock, everyone arrived in the long boat with very good game; on Hunting Island Mr Millius killed a seal and they caught a considerable number of penguins and other birds in holes in the grass. Flat calm during the morning.

At 4.45, slack water; at 5.15, ebb; at 11.30, flood; at 5.30 in the morning, ebb; at 11.30, slack water.

22 to 23 [Ventose, Year 10, 13-14 March 1802]

Fine weather, flat calm. The barge returned from fishing with few fish and many seals. The long boat landed Citizen Breton with three men to kill seals; they had two days' rations. At 6.30, the long boat was back alongside; at 8.30, it left for Port King (in the Furneaux Islands) with MM Faure and Bailly. At 1 o'clock in the morning, there was a moderate wind blowing

from the ESE. Braced up the yards sharply and spent **{this is the term in ‘Gorsau de poche’ but can’t find it anywhere else}** the topgallant masts. At midday, flood; at 5.30, slack water; at 6 o’clock, ebb; at 11.30, slack water; at midnight, flood; at 6 o’clock, slack water. We then kept the stern to the wind [blowing] from SE¼E.

23 to 24 [Ventose, Year 10, 14-15 March 1802]

Cloudy weather, fresh gusty wind, the sea running a swell. We repaired the sling of the fore-yard; the cable, straining greatly, parted at 3.45. The starboard cable was at once bent fast to the mast and, at 4 o’clock, the anchor was dropped; we had doubled the bitt hitch and lashed break-stoppers at intervals. The bitt hitches stripped, and so the cable remained with its end having four or five break-stoppers lashed on. The clinch of the cable at the foot of the mast was cast off and a turn taken around the bits, having previously lashed on to the cable a preventer brace, serving as an anchor warp, and a buoy. The port cable, which had parted very close to the clinch, was brought on board. We had dragged our anchor until 5 o’clock, when the cable turned the stem to the current; the wind still strong. At 6.15, the starboard cable parted; we at once brought the ship to on the starboard tack, under the fore-staysail, main-staysail, mizzen and mizzen-staysail. At 9.15, went on to the port tack. We brought on board the starboard cable; it had parted about three fathoms from the clinch. At 9 o’clock, sighted a fire bearing S.22°30’E. At midnight, went on to the starboard tack. From 8 o’clock to midnight, took soundings every half-hour and found 20 fathoms. During the night, squally weather, with lightning, thunder and rain. At 2 o’clock, went on to the port tack. From midnight to 4 o’clock, the lead showed from 20 to 23 fathoms. At 6 o’clock, we sighted the Furneaux Islands bearing N.45°E; we at once went on to the port tack. During the night, we bent a cable and a chain to the small bower anchor which was secured on the port side. From 4 o’clock to 8 o’clock, the lead showed from 24 to 26 fathoms. At 10 o’clock, went on to the starboard tack; the weather still bad. From 5 o’clock to midnight, the lead showed 28 to 30 fathoms; took soundings every half-hour.

24 to 25 [Ventose, Year 10, 15-16 March 1802]

Overcast and squally weather; strong wind and rough sea. At 2.30, sighted land bearing N.22°30’E. At 4 o’clock, the wind eased; at 6 o’clock, fog and storm. The wind eased further and the sea became smoother. At 2.30 in the morning, a strong gust struck, following which the wind eased gradually. At daybreak, land was sighted to windward. [As] the weather was improving, the topgallant masts were sent up and rigged. At 9 o’clock, the weather was rather fine, the five courses were filled, on the port tack. At midday, the visible extremity of Van Diemen’s Land bore S.45°E; the western tip visible bore S.22°W. From midday on the 24<sup>th</sup> to 8 o’clock in the morning of the 25<sup>th</sup>, soundings were taken exactly each half-hour. From midday to 4 o’clock, these showed from 30 to 32 fathoms, with a bottom of coral and broken shells; from 4 o’clock to 8 o’clock, from 30 to 36 fathoms, with the same bottom of coral and broken shells; from 8 o’clock to midnight, from 34 to 39 fathoms, with the same bottom of coral and broken shells; from midnight to 4 o’clock, 40 to 45 fathoms, with a sandy bottom; from 4 o’clock to 8 o’clock, 39 to 42 fathoms, with the same sandy bottom.

25 to 26 [Ventose, Year 10, 16-17 March 1802]

Fine weather, moderate breeze, smooth sea. At 2.30, tacked the ship. The visible western extremity of Van Diemen’s Land then bore S.35°W; the eastern tip visible bore S.68°E; a flat island bore S.79°E. The lead did not find bottom at 45 fathoms.

At 4 o’clock, the visible extremity of Van Diemen’s Land bore S.37°W; the eastern tip visible bore N.85°E; the flat island bore S.55°E. At 5 o’clock, the wind freshened [and] the weather became overcast; at 5.30, took the second reef in the topsails. At 6 o’clock, hill (A) bore S.22°E. At 8 o’clock, squally weather; at 8.15, brailed up and furled the main sail; at 9 o’clock, brailed

up and furled the mizzen topsail. At 10 o'clock, wore ship. At 11 o'clock, the weather cleared and, at 11.45, let go the mizzen topsail. Fresh breeze and heavy sea. At 3 o'clock, wore ship and, at 4.30, boarded the main tack. At 6 o'clock, wore ship. At 8 o'clock, hill (A) bore S.8°E; the western tip of Van Diemen's Land bore S.11°W. Fine weather, moderate wind, calm sea. At 10 o'clock, tacked the ship. At 10.30, hill (A) bore S.13°E; a small rocky island bore S.22°E; the Furneaux Islands bore N.50°E. At midday, hill (A) and the small rocky Island bore S.10°E; the western extremity visible of Van Diemen's Land bore S.7°W; the eastern extremity visible bore S.65°E; the Furneaux Islands bore N.60°E.

Note: This flat island bore S.66°W from the anchorage, under Waterhouse Island.

26 to 27 [Ventose, Year 10, 17-18 March 1802]

Fine weather, calm sea, fresh breeze. At 2.30, let out the second reef in the topsails; at 4 o'clock, wore ship, after having missed stays. At 6 o'clock, the small flat island bore S.6°W. At 7 o'clock, wore ship. At 10.30, struck by light squall with rain; from midnight to 1 o'clock, light rain. At 1 o'clock, tacked the ship; at 2 o'clock, bent the topgallant sails; at 3.45, set all sail. At 6 o'clock, tacked the ship and, at 6.30, Waterhouse Island stretched from S.4°E to S.30°E. At 7 o'clock, we could make out the long boat which was bearing up towards the ship and, at 7.15, tacked the ship and bore down towards it. At 7.45, hove-to, port side to the wind. At 8 o'clock, the long boat arrived with Citizens Breton and Brèvedent, midshipmen, and Leschenault, botanist, the boat captain and a crewman. The *Géographe's* boat and some of our people had remained at Waterhouse Island, thinking that the ship was going to anchor there. The boat was immediately embarked and a flag put at half-mast and a swivel-gun shot fired to summon the boat and the crew. At 8 o'clock, Waterhouse Island extended from S.16°E to S.44°E. At 9.30, the *Géographe's* boat arrived with a number of those who were ashore; it was sent at once to fetch the remainder. At 10.30, brought aboard the tack of the lower sails and, at 11 o'clock, tacked the ship. We stayed hove-to until 9 o'clock, when we filled our sails. At 9.30, hove-to and, at 9.45, filled the sails; at 10 o'clock, hove-to and at 10.15, filled the sails.

27 to 28 [Ventose, Year 10, 18-19 March 1802]

Fine weather, calm sea, moderate wind. At 1 o'clock, turned head to wind on the port tack. At 2.30, hove-to, starboard side to the wind to await the *Géographe's* boat; it arrived with the men who had remained ashore, and it was brought on board and the sails filled. At 4 o'clock, the eastern extremity visible of Van Diemen's Land bore S.86°E; the western tip bore S.30°W; the northern tip of Waterhouse Island bore S.14°E; the southern extremity of the same island (Waterhouse) bore S.2°E. At 5 o'clock, the weather became overcast and squally, with light rain. At 7.45, tacked the ship on to the port tack. At 8 o'clock, fresh breeze [with] lightning to the ESE. At 9.30, took the second reef in the mizzen topsail. At 10 o'clock, wore ship; at 10.15, took the second reef in the topsails. At 10.30, the weather improved and the wind dropped considerably; set all sail. At 1 o'clock, light wind; wore ship. At 3 o'clock, flat calm; from midnight to 4 o'clock, the lead showed from 17 to 20 fathoms. At 1.15, let out the second reef in the topsails and set all sails. At 8 o'clock, the breeze arose from the WNW. At 9.15, rigged the starboard and the forward port studding-sails; at 10.15, they were taken in, brailed up the foresail, furled the topgallant sails, and hove-to, port side to the wind. At midday, wore ship, hove-to on the starboard tack. At midday, the northern tip of Swan Island bore S.62°E; the southern tip of the same island bore S.49°E; the eastern extremity visible of Van Diemen's Land bore S.46°E; the western extremity visible of the same island bore S.45°W; the western extremity of the Furneaux Islands (a small island) bore N.20°W; the eastern extremity of the same bore N.54°E. At midday, we did not have any observations; latitude 40°46'52", put us too south by 7'30", because we were almost at our anchorage where I had observed latitude 40°38'50"; estimated latitude 40°46'12". [illegible]

28 to 29 [Ventose, Year 10, 19-20 March 1802]

Fine weather, calm sea, hove-to, starboard side to the wind. At 12.30, wore ship on to the port tack; hove-to and filled our sails several times until 2 o'clock. We found ourselves at the spot where we had lost two anchors and we hoped to be able to find the buoys. At 2 o'clock, we bore up to the south-east [illegible] and we made sail with the intention of returning to where we had lost sight of the *Géographe*. At 2.45, took the second reef in the mizzen topsail. At 4 o'clock, Swan Island bore from N.57°W to N.61°W; the Furneaux Islands extended from north to N.35°W.

At 6 o'clock, the middle of the Two Breasts bore S.55°W. At 8 o'clock, the wind swung to the south and we were braced up sharp on the starboard tack. There was an eclipse of the moon of about five fingers; it finished about 10.30. At 11 o'clock, the wind veered to the south-east, the ship was taken aback, and went on to the port tack. At midnight, wore ship on to the starboard tack; at 3 o'clock, tacked the ship at the second attempt. Weather overcast, light wind, rain at 4 o'clock. At 8 o'clock, after having failed to tack, wore ship. At 8 o'clock, the northern extremity visible of Van Diemen's Land bore N.29°W; the middle of the Two Breasts bore S.78°W; the peak bore S.62°W; the visible southern extremity [? of Van Diemen's Land] bore S.11°W. At 11.15, the wind having swung to the east, the ship was taken aback and we went on to the port tack; bent the forward port studding-sails. At midday, the northern extremity visible of Van Diemen's Land bore N.40°W; the middle of the Two Breasts bore S.70°W; the peak bore S.59°W.

29 to 30 [Ventose, Year 10, 20-21 March 1802]

Rather fine weather, cloudy sky, light breeze. At 4 o'clock, land in sight from N.24°W to S.5°E. At 5 o'clock, took in the studding-sails and brailed up the main sail; at 10.30, overcast sky, light gusty wind, furled the main sail; at 11.30, brailed up the foresail and furled the topgallant sails. At midnight, brought the topsails on to the mast top and, shortly after, hove-to, starboard side to the wind. Light rain at 1 o'clock. At 1.45, hove-to, port side to the wind. At 2.30, the wind freshened; at 3.30 strong gusty wind; furled the mizzen topsail and the foresail. At midnight, 1 o'clock, 2 o'clock, 3 o'clock and 4 o'clock, some priming was burned and a flare fired. At 5 o'clock, furled the main topsail; at 5.30, furled the fore topsail, hoisted the main staysail and the fore staysail. At 6 o'clock, wore ship on the starboard tack. At 6.30, set and hoisted the three topsails. At 7.30, furled the mizzen topsail, struck the topsails and unbent the topgallant sails. At 8 o'clock, took the second reef in the fore topsail, brailed up the main sail to repair it, and hauled down the main staysail. Wore ship on the port tack. At 8 o'clock, the northern extremity visible of Van Diemen's Land bore N.25°W; the southern tip of Schouten Island bore N.46°W; Maria Island bore from S.54°W to S.41°W. Squally weather with rain. At 9.30, set the main topsail with two reefs. At 9.45, wore ship, set the mizzen topsail and the foresail. At 10.15, wore ship. Brailed and furled the foresail, and fired a shot from the swivel gun. At midday, the southern tip of Schouten Island bore N.68°W, 8 miles distant.

30 Ventose to 1 Germinal [Year 10, 21-22 March 1802]

Overcast wether, fresh gusty breeze, rough sea. At 2.45, the middle of Schouten Island bore N.84°W. At 9 o'clock, furled the three topsails and hoisted the main staysail. At 8 o'clock, the weather rather fine, the sea running a swell and the breeze fresh but easing. At midnight, set the foresail and the three topsails. At 2 o'clock, the wind started to freshen. At 3.30, furled the mizzen topsail and, at 4 o'clock, the two topsails; gusty wind. At 8 o'clock, brailed up and furled the foresail and wore ship. The land then bore from N.68°W to S.45°W. At 10 o'clock, strong gusty wind, very rough sea, overcast weather.



1 to 2 [Germinal, Year 10, 22-23 March 1802]

Overcast and squally weather with fresh gusty wind; rough sea. Light patchy rain. At 7 o'clock, put the ship about.

2 to 3 [Germinal, Year 10, 23-24 March 1802]

Rather fine weather, strong gusty wind, rough sea, light rain until 1 o'clock; the weather then improved, [and] the wind and sea abated. At 1.30, set the foresail and the three topsails, with two reefs taken in. At 2.30, let out a reef in the topsails; in letting out the port upper point of the main topsail, it tore. It was brailed up at once and unrigged. The tack of the main sail was boarded, and the main staysail and the main jib were hoisted. At 4.30 a new main topsail was rigged and set. Fine weather, smooth sea and a moderate breeze, still easing. At 8 o'clock, wore ship. The light wind started to freshen at midnight. At 3 o'clock, strong gusty wind, rough sea. At 4.30, furled the mizzen topsail and took the second reef in the topsails. At 9.30, brailed up the main topsail to change its brails; at 10 o'clock, it was set and the fore topsail lowered and, at 10.30, the sail was brailed up and furled.

3 to 4 [Germinal, Year 10, 24-25 March 1802]

Grey weather, heavy sea, strong gusty wind. At 1.45, land was sighted to the west. At 4 o'clock, it stretched from N.45°W to S.55°W. At 5 o'clock, a fire was seen on Schouten Island.

The wind being weaker at 6 o'clock, set the mizzen topsail and let out the second reef in the topsails. Maria Island then bearing from S.58°W to S.65°W; the southern tip of Schouten Island bearing S.88°W; the northern tip visible of Van Diemen's Land bearing N.20°W. At 6.15, the wind freshened; at 6.30 took the second reef in the topsails. At 8 o'clock, wore ship. During the night, strong gusty wind. At midnight, wore ship. At 3 o'clock, furled the mizzen topsail. At 4 o'clock, Maria Island bore S.75°W. At 4.30, wore ship. Fine weather, the wind and sea settling. At 8 o'clock, set the mizzen topsail, and Maria Island bore from S.49°W to S.60°W; Schouten Island bore from S.86°W to N.87°W; the northern extremity visible of Van Diemen's Land bore N.45°W. At 8.45, wore ship. At 9 o'clock, brailed up the main topsail to replace it and boarded the tack of the main sail. At 11 o'clock, furled the mizzen topsail; at midday, set and hoisted the main topsail. At midday, Maria Island bore from S.58°W to S.65°W; the northern extremity visible of Van Diemen's Land bore N.45°W.

4 to 5 [Germinal, Year 10, 25-26 March 1802]

Fine weather, fresh breeze, rough sea. At midday, wore ship and, at 3.45, wore ship again. The main sail was brailed up to be repaired. At 4 o'clock, Maria Island bore from S.64°W to S.71°W. At 4.30, set the mizzen topsails and, at 5 o'clock, boarded the main tack. At 6 o'clock, struck by a squall and rain; the topsails were reefed. At 6 o'clock, Maria Island bore from S.56°W to S.61°W; the rock to the south of Schouten Island bore N.89°W. During the night, the weather [was] overcast and squally. At 8 o'clock, furled the mizzen topsail and the main sail, the wind being gusty. At 9.30, it suddenly dropped; at 9.45, the south-westerly wind veered to the SSE. We were taken back and went on to the port tack. The wind then hauled to the south-west. At 11 o'clock, wore ship; light rain. At 1 o'clock, the wind eased; set the mizzen topsail. At 5.15, boarded the main tack and hoisted two staysails and the main jib. At 6 o'clock, let out the second reef in the topsails; at 4.45, wore ship. At 7.30, struck by a squall, sent down the same sails; at 8 o'clock, the weather became fine. At 9 o'clock, tacked the ship. At midday, Maria Island bore from S.78°W to due west, and Schouten Island bore from N.67°W to N.64°W. At 10.30, by the azimuth compass, I found the variation to be 9°53'NE (latitude 42°36'). Average of the two longitudes is 147°1'2".

5 to 6 [Germinal, Year 10, 26-27 March 1802]

Rather fine weather. The sea running a swell, light breeze, and patchy rain. At 2 o'clock, having missed stays twice, we wore ship. At 4 o'clock, Maria Island extended from S.88°W to N.84°W; Schouten Island bore N.57°W. At 6 o'clock, the north-east tip of Maria Island bore N.78°W and Schouten Island bore from N.41°W to N.37°W. At 7.45, we wore ship. At 8 o'clock, weather overcast, very weak breeze. At 11.30, brailed up the main sail. At midnight we could see land bearing S.22°W. At 2 o'clock, the weather cleared and we wore ship. At 6 o'clock, the wind freshened a little, we wore ship, rigged the topgallant sails and set all sails. Sighted a whale. At 8 o'clock, Schouten Island bore N.34°W; the north-east tip of Maria Island bore N.65°W; the southern tip visible of the Tasman Peninsula bore S.38°W. Weather superb, sea smooth, and a light breeze. At 10.45, tacked the ship; at midday, Maria Island bore from N.73°W to N.80°W; Schouten Island bore from N.26°W to N.39°W; Tasman Island bore S.30°W. Again sighted a whale.

6 to 7 [Germinal, Year 10, 27-28 March 1802]

Fine weather, light wind, calm sea. At 1 o'clock, tacked the ship. At 4 o'clock, the north-east tip of Maria Island bore N.69°W; Schouten Island extended from N.32°W to N.21°W. At 4 o'clock, tacked the ship. At 6 o'clock, the southern tip of the Tasman Peninsula bore S.30°W; Maria Island extended from S.80°W to N.73°W; the raised land (the supposed Schouten Islands) forming the island and the Schouten Peninsula extended from N.38°W to N.18°W. At 4 o'clock in the morning, the weather became overcast and a little rain fell. At 6.30, taken aback and the wind, swinging around, veered to the north-west. At 8 o'clock, Maria Island bore N.65°W; the north-west tip of the small Tasman Island bore S.30°W. At midday, the north-east extremity of Maria Island bore N.46°W.

7 to 8 [Germinal, Year 10, 28-29 March 1802]

Fine weather, light breeze, calm sea. At 12.30, tacked the ship, the wind hauled forward afterwards; at 2.30, set five port studding-sails. At 3 o'clock, brailed up the main sail and set five starboard studding-sails. Sighted a large number of tuna and porpoises. At 4 o'clock, Cape Pillar bore S.18°W; Maria Island bore from due west to N.51°W; the Schouten Island and peninsula bore from N.15°W to N.6°W. At 5.30, took in all the studding-sails and hauled down the staysails and the main jib. At 6 o'clock, furled the topgallant sails and the main sail. The weather became overcast, with a little fine rain during the night. At 6 o'clock, Maria Island extended from S.44°W to S.85°W. At 8 o'clock, brailed up the foresail and kept the wind on the starboard tack. At 9.30, hove-to on the main topsail; at midnight, being very close to Schouten Island, filled the sails. Schouten Island bore from N.22°W to N.68°W, and Maria Island bore S.45°W. At 1 o'clock, hove-to, starboard side to the wind. During the night, fired a flare every hour. At 5 o'clock, filled the sails and set all sails, with five studding-sails to port. Schouten Island then bore due west. At 8 o'clock, the southern tip of Schouten Island bore due south. At 10.30, brailed up the main sail and set five studding-sails to starboard. From 5 o'clock in the morning until midday, we sailed along the coast, two miles off-shore. It is safe and well-wooded, but does not offer any shelter against an easterly on-shore wind. At midday, the middle of low-lying land, having the appearance of an island, bore S.59°W; land extended from S.10°E to N.19°W. At 8.45, at latitude 42°4'30", I observed a variation of 8°31'NE.

8 to 9 [Germinal, Year 10, 29-30 March 1802]

Fine weather, calm sea, moderate wind. At 3 o'clock, we sighted a small, rather well wooded island to the west, where the *Géographe's* boat had found shelter from the onshore winds and fresh water; it lies at south latitude 41°21'51". It is the only spot on the east coast of Van Diemen's Land where a ship can take shelter; it is a short distance from land, and one can also run via the north-south passage. We sailed along the coast until 6.15 in the evening. At 6

o'clock, an island bore S.4°E; the middle of the Furneaux Islands bore N.14°W. At 6 o'clock, took in the studding-sails, brailed up the main sail, hauled down the staysails, and furled the topgallant sails and, at 6.30, [we were] close-hauled on the starboard tack. At 9 o'clock, brailed up the main sail and set the topgallant sails. At midnight, brailed up the courses and furled the topgallant sails. At 2 o'clock, hove-to on the starboard tack, with the wind on the fore topsail. At 4.30, hove-to under the main topsail, port side to the wind. At 5.30, filled and set all sails, with five studding-sails to port. At 8 o'clock, the Furneaux Island extended from N.52°W to N.32°W. At 9.30, took in the studding-sails and brailed up the main sail. At midday, Van Diemen's Land extended from S[illegible]W to S.86°W; the Furneaux Islands were from N.54°W to N.18°W. On the 9<sup>th</sup>, at 8.30 in the morning, at latitude 40°50', I found variation of 9°53' and 9°56' NE.

9 to 10 [Germinal, Year 10, 30-31 March 1802]

Fine weather, almost no wind. At midday, set the forward port and starboard studding-sails; at 3 o'clock, took in the port ones. At 4 o'clock, the Furneaux Islands bore from N.3°W to N.64°W. We set course to run into Banks Strait. At 5.30, took in the starboard studding-sails; wind from the WNW, set course for the open sea. Shortly afterwards, the wind settled to the ESE and we were close-hauled on the starboard tack. Brailed up the main sail. At 7 o'clock, tacked the ship and shortened sail. At 6 o'clock, Swan Island bore S.81°W. At 9.30, went on to the starboard tack. At 1 o'clock, brailed up the lower sails and wore ship, the main topsail aback, on the port tack. At 3 o'clock, filled the sails and, at 4 o'clock, hove-to again; no wind. At 5 o'clock in the morning, filled the sails and set all sails, with port fore and aft studding-sails. At 8 o'clock, the southern tip visible of Van Diemen's Land bore S.4°E; the northern tip of Swan Island bore S.69°W; the Furneaux Islands extended from N.58°W to N.7°E; almost no wind. At 10 o'clock, took in the studding-sails and kept the wind on the starboard tack. We prepared a kedge anchor ready for dropping. At midday, the middle of Swan Island bore S.75°W; the Furneaux Islands extended from N.65°W to due north. On the 10<sup>th</sup> at 9.30, at latitude 40°42', I found variation 10°6'40"NE.

10 to 11 [Germinal, Year 10, 31 March-1 April 1802]

Fine weather, calm sea, very light wind. At 2.30, having been taken aback, [we] went on to the port tack. At 4 o'clock, went on to the starboard tack and, at 6.15, went on to the port tack and brailed up the courses. At 6.30, flat calm. All sails were furled in succession and, at 7.14, dropped a kedge-anchor in 19 fathoms, with a bottom of gravel, and ran out 50 fathoms of cable.

Bearings taken at the anchorage at 5 o'clock in the morning:

The middle of Swan Island bore S.19°E

The western end of the Furneaux Islands bore N.24°W

The eastern end of the same islands bore N.42°E.

During the night, a light northerly wind. At 8.30, hoisted the topsails tied with yarn. At 6.30 in the morning, set sail under topsails and, at 7 o'clock, set all sails. At 8 o'clock, the western end of the Furneaux Islands bore N.32°W; the eastern end of the same islands bore N.56°E; Swan Island bore from S.51°E to S.64°E; Cape Portland bore S.19°W.

At 10 o'clock, brailed up and furled the courses. From 8 o'clock to midday, although the log showed a speed of 2.5 knots, I estimate that we were making 1.5; we then had the tide against us and the wind was very weak. At midday, the western tip of the Furneaux Islands bore N.5°W; the eastern tip of the same islands bore N.50°E; the northern extremity of Swan Island bore N.88°E; Waterhouse Island extended from S.48°W to S.69°W. At 8.15 on the 11<sup>th</sup>, at latitude 40°39', I found variation of 9°54'NE.

11 to 12 [Germinal, Year 10, 1-2 April 1802]

Fine weather, light breeze, calm sea. At 1 o'clock, hove-to on the starboard tack. Our long boat and that of the *Géographe* were launched and set out to look around Waterhouse Island to look for instructions that the commander could have left there. At 1.45, we filled the sails, set the foresail and the forward port studding-sails. At 4 o'clock, the north-east tip of Waterhouse Island bore S.55°W and the south-east tip bore S.35°W. At 4.15, took in the studding-sails and shortened sail in succession. At 5.45, dropped a kedge-anchor in 23 fathoms, with a bottom of grey sand mixed with broken shells, and ran out 60 fathoms of cable.

Bearings taken at the anchorage:

The western extremity of the Furneaux Islands bore N.16°E

Their eastern extremity bore N.56°E

The eastern extremity visible of Van Diemen's Land bore N.78°E

The western extremity of the same bore S.52°W

The northern tip of Waterhouse Island bore S.87°E

The southern tip of the same bore S.23°E

The flat island bore S.66°W

At 6 o'clock, the barge went fishing at Waterhouse Island. At 7 o'clock, the captain's gig went dredging. At 10 o'clock, the topgallant sails were unbent. Fine weather during the night, with a light wind from the NNE. At 1 o'clock in the morning, the jolly boat returned from dredging. A light south-easterly breeze to the ENE. During the morning, the jolly boat went dredging. At 10 o'clock, the two long boats arrived from Waterhouse Island where they had looked around with finding anything that indicated that the commander had passed by there. The barge returned from fishing with a few fish. At midday, the *Géographe*'s long boat took our sick to Waterhouse Island, along with several members of the crew who were sent hunting. The tides were barely felt at the anchorage, the greatest speed was one knot; the flood carries to the south-west and the ebb to the north-east.

North-east Variation determined at the anchorage (latitude 40°45'34", longitude 145°37') by the chronometers: On the 12<sup>th</sup>, at 8.30 in the morning: 9°22' by the azimuth compass. On the 12<sup>th</sup>, at 4.30 in the evening: 10°8'40"; the same day at 6.45 in the evening: 10°12'30" by amplitude. On the 14<sup>th</sup>, at 5 o'clock in the evening: 10°48'20" by the azimuth compass; on the 14<sup>th</sup>, at 5.45 13'30" by amplitude. On the 15<sup>th</sup>, at 1.20 in the morning: 9°30'40" by amplitude. Observed latitude at the anchorage: 40°45'34"; observed longitude: 145°10', by the chronometers.

12 to 13 [Germinal, Year 10, 2-3 April 1802]

Fine weather, light breeze which varied from the NNE to the ESE. At 12.30, our long boat, under command of Monsieur Freycinet, set out for Port Dalrymple. The barge went fishing. The draft is: aft: 11 feet 8 inches; forward: 11 feet 5 inches. At 6 o'clock, the jolly boat returned from dredging. At 11 o'clock, the *Géographe*'s boat arrived with the sick and the hunters who were without any game. At 10.30 in the morning, the long boat, under the command of *capitaine de frégate* Millius, went ashore.

13 to 14 [Germinal, Year 10, 3-4 April 1802]

Fine weather, light breeze variable from the east to the north. At 11.30, the barge returned from fishing with some fish. The casks were filled with sea-water. At 4 o'clock, the barge went to Waterhouse Island. At 8 o'clock, a lantern was placed at the peak and, at 9 o'clock, we started burning some primer each half-hour. At 1.30 in the morning, the boat was back. The lantern was hauled down. At 8.30, the jolly boat went dredging. At 10 o'clock, the barge arrived with some game.

14 to 15 [Germinal, Year 10, 4-5 April 1802]

Fine weather, light northerly wind to the WNW and calm. At 12.30, the barge went fishing. At 6.30, the jolly boat came back from dredging. At 6.30 in the morning, high water; at 7.30, ebb. Light wind from the ENE. At 10.30, hoisted the topsails and fired a swivel-gun shot to call the barge; embarked the *Géographe*'s long boat and crossed the topgallant yards. At 11.45, the barge arrived and was embarked.

15 to 16 [Germinal, Year 10, 5-6 April 1802]

Fine weather, light wind, started to turn the capstan. At 1.30, got under way and set all sails, including the port studding-sails. At 5 o'clock, took in the studding-sails and reduced sail, almost no wind. At 6.30, the middle of Waterhouse bore N.76°E, about five miles away; the flat island bore S.66°W, seven miles away.

The breeze having freshened, all sails were set. At 8 o'clock, close-hauled on the starboard tack, under the topsails. During the night, weather overcast [with a] very weak breeze, continual light rain. At 2 o'clock, being about a mile from the flat island and not being able to round it, we wore ship and then made sail. At 6 o'clock, went on to the starboard tack. Continual rain, overcast and foggy weather, weak breeze. At 11.30, the breeze swung to the north-east, rigged the forward starboard studding-sails. At 8 o'clock, the middle of the flat island bore S.19°W, four miles away; at midday it bore from S.81°E to S.88°E, three miles distant. Soundings: at 6.45 in the evening, 28 fathoms, with a bottom of sand and gravel; at 8 o'clock in the evening, 27 fathoms, with fine sand; at 9 o'clock in the morning, 27 fathoms, with fine sand; from 8 o'clock to midnight, 27 to 32 fathoms.

16 to 17 [Germinal, Year 10, 6-7 April 1802]

Weather overcast, weak breeze, light rain; set the port studding-sails. At 4 o'clock, Van Diemen's Land extended from N.85°E to S.36°W; Waterhouse Island bore N.75°E; the flat island bore N.50°E; the small rocky island bore S.57°W. At 4 o'clock, flat calm; took in the studding-sails. At 5.30, a breeze arose from the WSW; we were close-hauled on the port tack. At 6 o'clock, the flat island bore N.52°E; the small rocky island bore S.55°W. At 8 o'clock, the lead showed 34 fathoms, with a bottom of muddy sand. Weather overcast, no wind. At 8.30, the wind freshened from the south and was moderate during the night. At 11 o'clock, tacked the ship and shortened sail. At 10 o'clock, the depth [of water] was 30 fathoms. At midnight, hove-to, the main topsail on the mast, land to windward, depth [of water] of 38 fathoms. At 1 o'clock, the small rocky island bore S.11°E, one mile distant, with [a depth of water of] 42 fathoms and a bottom of grey sand. At 2 o'clock, filled the sails and hauled aboard the tack of the courses. At 4.30, brailed up the courses and set the mizzen topsail on the mast because of the small rocky island; at 5.30, it was abeam of us to windward, six miles distant. Filled the mizzen topsail and set all sails. At 8 o'clock, the small rocky island bore S.85°E, moderate breeze. At 8.30, furled the topgallant sails. At 9.30, being abreast of Port Dalrymple and having sighted our boat under the land, brailed up the courses. At 9 o'clock, fired a swivel-gun shot. At 10 o'clock, wore ship on the starboard tack. [illegible] under the main topsail. The long boat arrived and was embarked; at 11 o'clock, we filled the sails, all sails set, with the starboard studding-sails. No observations made. Estimated latitude: 40°54'34"; estimated longitude: 144°40'54".

17 to 18 [Germinal, Year 10, 7-8 April 1802]

Weather overcast and foggy, light rain until 4 o'clock, a moderate breeze which freshened. At 3.30, took in the studding-sails. At 6 o'clock, brailed up the courses, furled the topgallant sails and the staysails, and wore ship on to the port tack; the main topsail aback. At 1 o'clock, hove-to on the starboard tack. At 5 o'clock, filled the sails and set all sails, with two topmast

studding-sails and starboard topgallant studding-sails. At 7.15, land sighted bearing N.10°E. At 8 o'clock, took in the foremast topgallant studding-sail and set the main topmast studding-sail and the bower studding-sail. At 10.25, island (A), sighted at 7.15, bore due east; a neighbouring small island (B) bore N.86°E; another bore S.85°E by the compass. At 11 o'clock took in the studding-sails ad, at 11.30, furled the topgallant sails and brailed up the main sail. At midday, island (A) bore S.66°E; a low island (C) bore N.70°E; another high island shaped like a sugar-lump bore N.58°E; a rock (M) bore N.50°E; Wilson's Promontory bore N.35°E; a very noticeable white cliff, with a hole in its western part, bore N.7°E. According to Monsieur Saint-Cricq's observations, Wilson's Promontory<sup>11</sup> lies at latitude 39°10'54" and longitude 144°37'31", and the small island (A) lies at latitude 39°26'57" and longitude 144°52'.

18 to 19 [Germinal, Year 10, 8-9 April 1802]

Fine weather, calm sea and moderate wind. At 12.45, brailed up the foresail and wore ship on the port tack, the main topsail aback. At 1 o'clock, hove-to on the starboard tack. The *Géographe's* boat was launched and provisioned with 15 days' rations. It left at 1.30, under the command of Citizen Saint-Cricq, for Wilson's Promontory; Citizen Boullanger, geographer, accompanied him. At 3.15, being close to the Promontory, we bore up and sailed along the coast of the islands which lie at its tip. At 6 o'clock, a conspicuous cape bore N.65°E; another (A) bore N.33°W; these two capes are the extremities of a very deep indentation. At 6 o'clock, being half-mile from cape A, the lead showed 20 fathoms, with a rocky bottom. The foresail was brailed up, and we were close-hauled on the port tack. During the night a fresh breeze. At 9 o'clock, went on to the starboard tack, with the main topsail aback. At 9.30, the lead showed 40 fathoms with a rocky bottom; at 10.30 and 11.30, 50 fathoms with a sandy bottom. At midnight, went on to the port tack, with land in sight to the north-east and NNE. At 3.30, went on to the starboard tack, with the main topsail aback. Lightning to the north-east. Moderate wind, overcast weather, light rain until 6 o'clock; the sails were then filled and sail increased. At 7 o'clock, the weather being very overcast, made sail under the topsails. At 7.30, the weather cleared and the breeze dropped. Set all sails. At 7.30, cape (A) bore due east, 11 miles distant. At 11 o'clock, no wind, went on to the port tack and remained under topsails. At midday, cape (B) bore N.41°E; Western Island bore N.46°W [illegible]

19 to 20 [Germinal, Year 10, 9-10 April 1802]

Fine weather, smooth sea, calm. At midday, went on to the starboard tack, with the main topsail aback. The long boat and the jolly boat were launched and provisioned with 10 days' rations. At 1 o'clock, went on to the port tack. At 1.45, the long boat, under command of Citizen Millius, *capitaine de frégate*, and Citizen Faure, geographer, and the jolly boat, under the command of Citizen Brèvedent, midshipman, set out to explore Western Port; we then set all sail, with a light breeze. From 1 o'clock to 4 o'clock, the tip of Wilson's Promontory bore S.70°E; cape (b), Rocky Cape bore N.55°E; Western Island stretched from N.27°W to N.32°W; the western extremity visible of the mainland bore N.61°W. At 5.30, Western Island bore N.14°W; Wilson's Promontory bore S.75°E. At 5.45, under the topgallant sails; lightning and a storm to the north-east. At 11 o'clock, remained under the topsails; at 1 o'clock and 3 o'clock, the lead showed 48 fathoms, with a bottom of sand and broken shells. At 8 o'clock, sighted land to the NNE. Let out the first reef in the topsails. At 10.30, set all sails, with five port studding-sails. Western Island lying at latitude 38°35'10" and longitude 143°21'55" (according to the observations of Monsieur Saint-Cricq). According to the bearings taken at midday on the 22<sup>nd</sup>, 24<sup>th</sup> and 25<sup>th</sup>, I found the average latitude of Western Island to be 38°35'11". Cape (A) lies at latitude 38°53'30" and longitude 144°13'48". [illegible]

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<sup>11</sup> The southernmost part of the Australian mainland. Its coordinates are: latitude: 39°0'48"S; longitude: 146°23'37"E.

20 to 21 [Germinal, Year 10, 10-11 April 1802]

Fine weather, calm sea, light breeze. At 4 o'clock, Western Island bore N.8°W, about 14 miles distant. At 4.30, took in the studding-sails. At 5 o'clock, took in the first reef in the three topsails. At 6 o'clock, Western Island extended from N.6°W to N.15°W, about 8 miles away. Close-hauled on the starboard tack. At 6.30, the lead showed 43 fathoms, with a bottom of sand and gravel. At 12.30, hove-to, starboard side to the wind; at 4 o'clock; hove-to, port side to the wind. At 4.30, the lead showed 35 fathoms. At 7 o'clock, wore ship on the starboard tack and set all sails. At 8 o'clock, Western Island bore N.48°W; at midday Western Island bore N.27°W; cape (B) bore N.75°E.

21 to 22 [Germinal Year 10, 11-12 April 1802]

Fine weather, smooth sea, light wind. At 12.15, tacked the ship on the port tack. At 6 o'clock, the middle of Western Island bore N.10°W, about 9 miles distant. At 9.30, tacked the ship on the starboard tack, overcast weather. From 9 o'clock to midnight, took soundings every half-hour; they showed from 47 to 49 fathoms; from midnight to 4 o'clock, they were from 50 to 54 fathoms. Continual rain from midnight to 4 o'clock. At 6 o'clock, went on to the port tack and set all sails. At 8 o'clock, Western Island bore N.4°W, nine miles distant. At 10 o'clock, wore ship on the starboard tack. At 11.30, a little rain. At midnight, Western Island stretched from N.2°E to N.7°W, three miles distant.

22 to 23 [Germinal, Year 10, 12-13 April 1802]

Fine weather, calm sea, overcast sky, almost no wind. At 12.30, we were taken aback; after swinging around, we hove-to, starboard side to the wind. At 3.30, filled the sails and set all sails. At 4 o'clock, Western Island bore from N.16°W to N.25°W; Rocky Cape (B) bore N.83°E. The *Géographe's* boat was sighted; at 4.30, it came alongside; we hove-to and it was brought on board. At 5 o'clock, filled the sails. At 5.15, chapeled the ship on the port tack. At 6 o'clock, Western Island extended from N.30°W to N.38°W; rocky cape bore N.86°E. During the night, overcast weather, with lightning, extending from the north-west to the north-east, and thunder. At 10 o'clock, the lead showed 49 fathoms. At 11.30, the breeze freshened and, at 12.30, chapeled the ship on the starboard tack. At 2 o'clock, hove-to with the starboard side to the wind. At 4 o'clock, hove-to, port side to the wind; fresh breeze. At 7.30, filled the sails and stood into land. At 8 o'clock, hove-to on the starboard tack. At 10.15, filled the sails and struck the courses and put the main topgallant sail at half-mast. At 8 o'clock, Western Island bore from N.47°W to N.38°W; Rocky Cape bore S.88°E. At midday, Western Island bore N.35°W, about eight miles distant.

23 to 24 [Germinal, Year 10, 13-14 April 1802]

Fine weather, cloudy sky, fresh breeze, rough sea. At midday, took the second reef in the mizzen topsail. At 4 o'clock, wore ship on the port tack. At 2 o'clock, the main topgallant sails was furled.

At 4 o'clock, Western Island bore N.45°W, 15 miles away. At 6.15, Western Island bore N.38°W, nine miles distant. At 8.30, wore ship on the starboard tack. Moderate wind, the sea running a swell. At 2 o'clock, wore ship on the starboard tack. At 4 o'clock, hove-to; at 6 o'clock, went on to the port tack and set all sails. At 8 o'clock, Western Island bore N.37°W, 12 miles distant; Rocky Cape bore N.38°E; light breeze. At 10 o'clock, brailed up the main sail and hauled down the staysails; they were repaired. At midday, Western Island extended from N.21°W to N.30°W, three miles away; the rocky cape bore N.89°E.

24 to 25 [Germinal, Year 10, 14-15 April 1802]

Fine weather, cloudy sky, calm sea. At midday, chapeled the ship on the starboard tack. At 4 o'clock, Western Island bore from N.4°W to N.43°W; at 6 o'clock, Western Island bore N.45°W. From 5.30 to 8 o'clock, the soundings were from 29 to 33 fathoms. No wind during the night; weather overcast. From 8 o'clock to midnight, the soundings were from 32 to 33 fathoms; from midnight to 4 o'clock, 30 fathoms. At 4 o'clock, light breeze. At 6 o'clock, close-hauled on the port tack. At 8 o'clock, wore ship on the starboard tack and brailed up the foresail. At 8 o'clock, the middle of Western Island bore N.16°W, nine miles distant. The foresail was changed and the tack hauled aboard. At 11.30, hove-to on the port tack. At midday, Western Island stretched from N.3°W to N.23°W, a half-mile distant.

25 to 26 [Germinal, Year 10, 15-16 April 1802]

Fine weather, moderate wind, the sea a little rough. At midday, filled the sails. At 4 o'clock, Western Island bore N.31°E; Rocky Cape bore N.55°E; the western tip of the continent bore N.57°W. At 4.30, hauled aboard the tack of the courses and chapeled the ship on the starboard tack. At 5 o'clock, brailed up and furled the main sail and the topgallant sails, and took the second reef in the topsails. At 5.45 wore ship on the port tack. During the night, fresh breeze. At 2.30, wore ship on the starboard tack, and hauled about the tack of the main sail. At 7 o'clock, let out the second reef in the topsails and made sail. At 8 o'clock, Western Island bore N.6°E, nine miles distant. At 10 o'clock, chapeled the ship on the port tack. At midday, Western Island bore N.7°E, nine miles distant; the western extremity of the continent bore N.62°W.

26 to 27 [Germinal, Year 10, 16-17 April 1802]

Fine weather, calm sea, fresh wind. at 2 o'clock, chapeled the ship on the starboard tack. At 3 o'clock, brailed up the main sail and bore up towards Western Island; at 4 o'clock, it bore from N.11°W to N.24°W. At 5 o'clock, close-hauled on the port tack. At 6 o'clock, took the second reef in the topsails; towards 9 o'clock, the wind started to ease. At midnight, let out the second reef in the topsails and made sail. At 2 o'clock, chapeled the ship and went on to the starboard tack. At 5.45, chapeled the ship on to the port tack and, at 7 o'clock, let out the second reef in the mizzen topsail. Light wind. At 8 o'clock, land was sighted (from aloft). At midday, chapeled the ship on to the starboard tack.

Western Island extended from N.53°W to N.54°W. According to the bearing of the Promontory, which bore due north, a mile distant on the 29<sup>th</sup> Germinal, at 9.50 in the morning, I concluded its latitude to be 39°10'26", variation NE; on the 26<sup>th</sup> at 4.30, latitude was 38°41'; on the 27<sup>th</sup> at 8.30, latitude was 38°54', and variation 6°26'0"NE.

27 to 28 [Germinal, Year 10, 17-18 April 1802]

Fine weather, calm sea, moderate breeze. At 2 o'clock, chapeled the ship on to the port tack. At 3.30, chapeled the ship on to the starboard tack; the main topsail aback. At 4 o'clock, Western Island bore N.34°W, nine miles distant. The long boat under the command of Citizen Millius, *capitaine de frégate*, arrived from Western Port. It was embarked immediately. At 5.15, the jolly boat, under the command of midshipman Brèvedent, arrived from the same port; it was placed on its hoists. At 6 o'clock, Western Island bore N.43°W. At 8.30, filled the sails, course S.45°E. At 11.30, the weather became overcast; at midnight, hove-to, starboard side to the wind; light wind and rain from midnight until 4 o'clock. At 4 o'clock, filled the sails, land extending from N.22°E to S.79°E. At 4.30, wore ship on the port tack and set all sails; weak breeze. At 6 o'clock, wore ship on the starboard tack. At 8 o'clock, cape (A) (see 18 to 19 of the same month) bore N.28°W; Wilson's Promontory bore S.84°E; the Sugarloaf bore S.70°E. At 9 o'clock, let out the reef in the mizzen topsail and set the studding-sails of the foremast topsail and starboard foremast topgallant sail. At midday, cape (A) bore N.34°W; Wilson's Promontory bore S.77°E six miles distant; the Sugarloaf bore S.68°E. According to the bearing of the



Promontory, the latitude at midday was  $39^{\circ}8'45''$  and the longitude  $144^{\circ}30'10''$ . It is all the more probable that the observed latitude is faulty as we had observed the sun over land and with a hazy horizon.

28 to 29 [Germinal, Year 10, 18-19 April 1802]

(Note) From 7 o'clock in the morning to midday, although the log showed 50 knots for the rate of sailing, we were far from making this speed, according to the position of the land, since the hollow rock that bore  $N.78^{\circ}E$ , one mile away, at 8 o'clock; at 9 o'clock, it bore  $N.9^{\circ}W$  (abeam) three cables distant, the log, cast several times, always gave 15 knots from 8 o'clock to 9 o'clock. At the time, we had the flood tide carrying to the west. I corrected the rate of sailing for the speed that I estimated for the current, that is to say, two knots. Fine weather, smooth sea, no wind. At 1.30, the breeze sprang up. At midday, the studding-sails had been taken in. At 4 o'clock, islet (A) bore  $S.57^{\circ}E$ ; the Sugarloaf bore  $S.74^{\circ}E$ ; the middle of the two islets (C) bore  $S.81^{\circ}E$ ; the hollow rock bore  $N.88^{\circ}E$ ; cape (A) bore  $N.43^{\circ}W$ .

At 7 o'clock, furled the topgallant sails and unrigged the main to repair it. At 6 o'clock, islet (A) bore  $S.57^{\circ}E$ ; the Sugarloaf bore  $S.81^{\circ}E$ ; the middle of the two islets (C) bore  $S.86^{\circ}E$ ; the hollow rock bore  $N.71^{\circ}E$ ; cape (A) bore  $N.46^{\circ}W$ .

At 9.30, a northerly breeze sprang up and, at 11 o'clock, brailed up the main sail.

At midnight, the Promontory bore  $N.85^{\circ}E$ , five leagues distant. We wore ship on the port tack; moderate wind. At 1.30, wore ship on the starboard tack. Hove-to at 3 o'clock, filled the sails and hauled aboard the main tack. At 4 o'clock, the Promontory bore  $N.68^{\circ}E$ . At 5 o'clock, chapeled the ship on the port tack, and set all sail at 6 o'clock. At 7 o'clock, took a reef in the mizzen topsail. At 8 o'clock, islet (A) bore  $S.56^{\circ}E$ ; the Sugarloaf bore  $S.75^{\circ}E$ ; the middle of the two islets (C) bore  $S.82^{\circ}E$ ; the hollow rock bore  $N.78^{\circ}E$  five miles away; cape (A) bore  $N.46^{\circ}W$ . Close-hauled to round the Promontory.

At 8.55, the hollow rock was abeam, due north, three cables distant. At 9.50, the southern tip of the Promontory was due north, about one mile distant. We passed through the middle of the islets and rock or promontory, leaving the hollow rock and the promontory to port and the Sugarloaf, islet (A), rock (D), rock (M), and the islets (C) to starboard. At midday, of the islets (C), one bore  $N.42^{\circ}W$  and the other  $N.78^{\circ}W$ , half-mile away; the Promontory bore  $N.63^{\circ}W$  nine miles distant; the Sugarloaf bore  $N.88^{\circ}W$ ; islet (A) bore  $S.25^{\circ}E$ ; rock (D) bore  $S.57^{\circ}E$ ; and rock (H) bore  $N.70^{\circ}E$ .

29 to 30 [Germinal, Year 10, 19-20 April 1802]

Fine weather, calm sea, moderate wind. at 2 o'clock, chapeled the ship on to the starboard tack. At 3.45, the wind veered to the north-west, chapeled the ship and went on to the port tack; the wind immediately swung back to the north. At 4 o'clock, the northern extremity visible of the mainland bore  $N.6^{\circ}W$ ; the Promontory bore  $N.76^{\circ}W$ ; the Sugarloaf bore  $S.85^{\circ}W$ ; islet (D) bore  $S.16^{\circ}E$ . At 6 o'clock, went on to the starboard tack; at 8 o'clock, went on to the port tack. At 5.30, the Promontory bore  $N.80^{\circ}W$ ; the middle of island (H) bore  $N.66^{\circ}E$ ; another island bore  $S.68^{\circ}E$ . At 8 o'clock, the moderate northerly wind swung to the north-west and west, freshening. We remained under the foresail and the three topsails. At 10 o'clock, strong gusty wind, overcast and squally weather, rough sea, some rain. Furled the mizzen topsail and brought the topsails on to the mast top. Towards 4 o'clock, the rain stopped and the wind eased greatly. At 4 o'clock, the sea running a swell, gentle wind; hoisted the topsails and the main staysail. Set the mizzen topsail and dropped the corner of the main sail. At 4.30, the wind freshened, becoming strong. At 5 o'clock, furled the mizzen topsail and the staysail. At 6 o'clock, brailed up the main sail and reefed the topsails. Land was sighted to windward and, at 8 o'clock, it extended from  $N.22^{\circ}E$  to  $N.45^{\circ}W$ . Hoisted home the topsails, set the mizzen topsail after having taken in the second reef, and set the topgallant sails. Fine weather. At 11.45, brailed up the main

sail. At midday, land stretched from N.22°W to N.70°E; variation 7°26'20" NE. At 4.30 on the 29<sup>th</sup>, latitude was 39°12'.

30 Germinal to 1 Floréal [Year 10, 20-21 April 1802]

Weather overcast and squally, fresh breeze. At midday, we had increased sail, which was reduced during the gusts. At 4 o'clock, Cape Howe bore N.32°E; the visible extremity of land in sight bore S.76°W. At 4.30, the weather fined up; set all sails. At 5.30, Cape Howe bore N.20°E; the visible extremity of land bore S.57°W. During the night, moderate breeze, land in sight. At 8 o'clock, the land extended from N.53°W to S.41°W; squally weather and a fresh breeze; at 10 o'clock, shortened sail. At midday, the land was visible from N.45°W to S.61°W. At midday, we found the same latitude, the same longitude, and the same variation that Cook had found. We were also the same distance from land and in the same month.

1 to [Floréal, Year 10, 21-22 April 1802]

Overcast weather, fresh gusty wind. The topgallant sails, set at midday, were brailed up several times, and the topsails hauled down and reefed during the gusts. At 4 o'clock, Mount Dromedary bore S.45°W and the Dovecote bore N.18°W. At 5.30, strong winds. The topgallant sails, the spanker, the main sail and the main jib were furled. At 6 o'clock, the second reef was taken in the topsails. At 7 o'clock, furled the mizzen topsail. During the night, lightning in the south-east, strong wind, rough sea. At 3.15, the wind having eased a little, set the mizzen topsail, let out the second reef in the topsails, hoisted the spanker, the staysail and the man jib. At daybreak, land to the west as far as could be seen. At 8 o'clock (from aloft) the land extended from due west to N.45°W; fresh breeze, calm sea, set all sail; at 11 o'clock, chapeled the ship on to the starboard tack. On the 1<sup>st</sup> Floréal at 4.30, latitude was 35°56', variation was 9°50'50"NE. On the 2<sup>nd</sup> Floréal, at 8.15, latitude was 34°34', variation was 10°6'30"NE.

2 to 3 [Floréal, Year 10, 22-23 April 1802]

Fine weather, calm sea, and fresh breeze. Sighted many porpoises. At 5 o'clock, shortened sail; at 5.45, Cape George bore S.82°W. At 6 o'clock, the main topsail sheet parted; it was boarded and brailed up. At 7.30, the damage being repaired, it was set and hoisted. At 8 o'clock, wore ship on the port tack; at 2 o'clock, wore ship on the starboard tack. At 6 o'clock, the wind [being] moderate, set all sails. At 8.45, furled the main topgallant sail and brailed up the main topsail to repair it; let out the second reef in the mizzen topsail. At midday, land in sight from S.45°W to N.34°W. At 8.15 on the 3<sup>rd</sup> Floréal, at latitude 35°6', the variation was 10°40'10"NE, the average of 12 azimuth readings.

3 to 4 [Floréal, Year 10, 23-24 April 1802]

Moderate wind, calm sea, the weather overcast to the west. At 2 o'clock, wore ship on the port tack. At 3 o'clock, furled the fore topgallant sail, hauled down the main jib, the mizzen topmast staysail and two staysails. At 3.15, the wind from the NNW swung to the west, becoming strong, with rain and thunder. Hauled down the spanker, the mizzen staysail and the main staysail; struck the mizzen topsail and the fore topsail. The wind veered to the SSW and eased greatly; brailed up the main sail, the ship not making steerage way. At 3.30, the breeze from the NNW, set and hoisted the main topsail, hoisted the mizzen topsail, the main staysail, and the mizzen staysail; brailed up the fore topsail to repair it, and kept close-hauled on the port tack. At 4 o'clock, the hazy land extended from N.56°W to S.60°W. At 4.30, set the fore topsail and, the very light wind having freshened, set all sails. At 6 o'clock, squally weather. At 6.30, shortened sail, the wind drew forward and was fresh during the night. At 11 o'clock, brailed up the main sail; we lost sight of land at 4 o'clock. At 1 o'clock, boarded the main tack; at 3.30, it was brailed up. At 4.45, brailed up the foresail and brought the topsails on to the tops of the masts.

At 6 o'clock, hauled aboard the courses and hoisted the topsails, the spanker and the mizzen staysail. Fine weather, fresh breeze. At 9 o'clock, land was sighted (from aloft) extending from SW $\frac{1}{4}$ W to the SSW; crowded on sail. At 11 o'clock, hoisted the cartel flag; at midday, sighted signals on the southern tip of the entrance to Port Jackson. At midday, by the compass, the northern land bore N.26°W to the southern extremity bearing S.56°W; the entrance to Port Jackson bore from S.68°W to N.65°W. Having sighted a boat heading towards us, we hove-to. At 8.15, this boat brought us an English pilot. We immediately wore ship on to the starboard tack and set all sails. At 9 o'clock, fired a swivel-gun shot to confirm our colours. At 9.45, wore ship on the port tack after having missed stays. At 11.45, under North Head; having missed stays, wore ship on the starboard tack. During this last manœuvre, our long boat, which was being towed astern, capsized and its painter parted. The English pilot's boat and our jolly boat at once saved the boat's crew, and took the sunken boat under tow to take it ashore.

4 to 5 [Floréal, Year 10, 24-25 April 1802]

Fine weather, calm sea. At 2 o'clock, chapeled the ship on the starboard tack. At 3.30, the wind having taken us aback, we went on to the port tack. At 4.30, the middle of the entrance to Port Jackson bore S.73°W. At 5.30, a nine-gun salute was heard; we thought it was in honour of St George's Day. At 5.30, the entrance to the Port bore N.62°W. At sundown, a fire was lit at the southern entrance to Port Jackson; at 6 o'clock, this fire bore S.59°W. At 7 o'clock, the weather became overcast towards the SSW. We remained under the courses. At 8 o'clock, struck the topsails; strong wind, with much rain. The weather varied greatly during the night from storms, lightning and rain to clear spells. At 6.30, chapeled the ship on the starboard tack. At 8 o'clock, the Port Jackson lighthouse bore S.54°W; at 10 o'clock, S.85°W; at 11 o'clock, N.85°W; at midnight and at 4 o'clock, N.79°W. At 2 o'clock in the morning, the weather fined up a little; we went on to the port tack and set all sails but, at 2.30, we were forced to shorten sail. Squally weather, rough sea. At 5.45, chapeled the ship on the starboard tack. At 6.15, hove-to; the long boat was launched.

Monsieur Millius was going to board it to go to Port Jackson to greet the governor but, with heavy rain falling, the boat was streamed astern. At 6.45, went on to the port tack and, at 7 o'clock, hove-to. At 7.15, filled the sails, under the topsails and at 8 o'clock.

5 to 6 [Floréal, Year 10, 25-26 April 1802]

Weather overcast and squally, rough sea. At 1.45, chapeled the ship on the port tack. The wind veered aft at once and we stood into the entrance to Port Jackson. Shortened sail in succession and, at 3.30, after having rounded South Head very close in shore, we dropped anchor at the opening of the channel in 10 fathoms of water, with a sandy bottom, and ran out 60 fathoms of cable. South Head bore S.52°E; Camp Cove bore S.16°E; Bradley's Head bore S.36°W; George's Head bore S.48°W; Middle Head bore N.65°W; and North Head bore N.67°E, by the compass. As soon as the sails were furled, we launched the second long boat. Fresh breeze, squally weather and some rain. At 4.45, Citizen Millius left for Sydney Town. Rainy weather during the night and, during the morning, moderate wind from the WSW to the south-west. At 7.30, a boat from the English corvette, anchored at Sydney Town, came to the ship and left at 2 o'clock. At 1.45, an English boat brought a letter for the captain; it left at 2 o'clock. At 9 o'clock, turned the capstan but, having brought on board a dozen fathoms [of cable], they were run out. A meal with wine was sent to the crews of the two boats (the long boat and the jolly boat). The governor sent a basket of vegetables.

6 to 7 [Floréal, Year 10, 26-27 April 1802]

Overcast and squally weather, fresh southerly breeze to the SSW. Almost continual rain. At 3 o'clock, an English officer came on board to invite the captain to dine with

Lieutenant-Governor Paterson. The bad weather prevented him from going to this function. During the afternoon, the topgallant sails were unbent and the topmasts sent down. An orderly brought some packets to the captain to apprise him of the arrival of Governor King in Sydney Town; he was in the country when we arrived at Port Jackson. A fishing boat brought Citizen Moreau who had been in the jolly boat when the crew of the long boat was saved. We took advantage of this occasion to send them a meal; during the morning, the launch was swung out. Citizen Millius came back to the ship in the governor's boat.

7 to 8 [Floréal, Year 10, 27-28 April 1802]

Moderate southerly wind to the SSW and SW, overcast weather and continual rain. At 3 o'clock, the second long boat left for Sydney Town. We ran out a warping line and turned the capstan but, the wind having freshened, we stopped the operation, keeping 45 fathom of cable. At 7.30, the long boat arrived from Sydney Town. At 5 o'clock in the evening, the kedge-anchor was raised and the capstan turned; the cable being almost up-and-down, we dropped the bower anchor and lengthened the warp line. At 7 o'clock, the captain, accompanied by officers and scientists, boarded the second long boat to go and visit the governor. A local boat brought us a basket of vegetables. At 11.30, the first long boat and the jolly boat arrived; the long boat did not sustain any damage, only one man (Happedey) had a dislocated shoulder when the long boat was wrecked.

8 to 9 [Floréal, Year 10, 28-29 April 1802]

Weather overcast, light wind from the SSW to the SW and WSW; light rain until 4 o'clock. At 1 o'clock, the bower anchor was raised and we turned on the cable. At 2 o'clock, the captain, the officers and the scientists arrived from Sydney Town. At 4 o'clock, weighed the kedge anchor and cast the bower. The warp line was lengthened. At 5 o'clock, the second long boat went seine-fishing and returned at 6 o'clock with a few fish. We ran out cable up to 45 fathoms. Fine weather; at 4 o'clock in the morning, raised the bower anchor which was fouled and turned on the capstan. At 6 o'clock, the second long boat went seine-fishing; when the cable was almost up-and-down, the warp was lengthened and the bower anchor catted. We maintained the cable almost up-and-down. A corvette destined for Tahiti left Port Jackson.

9 to 10 [Floréal, Year 10, 29-30 April 1802]

Fine weather, no wind. At midday, Captain Scott, commanding the corvette *Porpoise*, came to announce the visit of Governor King.

At 1 o'clock, the brig *Lady Nelson*, carrying the governor and his entourage, passed astern; it was greeted with three shouts of *Vive la République*. He came on board at once with the civil and military officers of Sydney Town. He departed at 2 o'clock, and was followed by the captain and the officers and scientists who were dining at his place. The second long boat returned from seine-fishing with few fish. At 2.30, the launch lengthened the warp line, the kedge-anchor was raised at once, and the tide carried us inside, towed by the launch and the long boat. At 3.15, the breeze being from the north, we got under way with the *en pointe*<sup>12</sup> sails; shortly afterwards, there was a flat calm. At 4 o'clock, light wind from the NNW, we reached the anchorage where, at 5 o'clock we dropped anchor in 5 fathoms, with a muddy bottom, and ran out 40 fathoms of cable. The launch brought a kedge-anchor and we anchored NNW/SSE, having 90 fathoms of cable out. At 2.30 in the morning, the captain and all the officers returned on board. During the morning, the sails were set to dry. At 11 o'clock, the launch left for the watering-point with the ship's casks.

10 to 11 [Floréal, Year 10, 30 April – 1 May 1802]

Fine weather, no wind. Our long boat was brought on board. The main sail and the main topsail were unbent to be repaired; the other sails were furled. At 4 o'clock, a big English three-masted ship, loaded with whale oil, entered the harbour. The launch returned at once with water which was at once emptied into the hold. At 5 o'clock, it set out for the watering-point and returned at 10 o'clock.

11 to 12 [Floréal, Year 10, 1-2 May 1802]

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<sup>12</sup> Sails *en pointe* is a generic name for sails other than those called 'square'. (Pâris et de Bonnefoux, *Dictionnaire de marine à voiles*, Paris, 1999, Éditions du Layeur, p.517)

Fine weather, no wind. The launch left for the watering-point and returned at 6 o'clock. The sick were taken to hospital. [...] were taken from the hold to get the bar iron ready. A poster was read to the crew by which Captain Hamelin warned the inhabitants of the colony that he was not liable for debts that could be incurred by members of his crew. Light wind from the SSW to the WSW during the night and morning. At 4.15, the launch went to the watering-point and returned. At 7 o'clock, an English boat brought some papers from Governor King for the captain. The tents for the observatory were set up ashore on a headland. Six crewmen were sent to have a walk around in Sydney.

12 to 13 [Floréal, Year 10, 2-3 May 1802]

Superb weather, no wind. The astronomy instruments were taken to the observatory. In the evening, all those who had been for a walk, returned on board. Light westerly wind to the north-west during the morning. At 6 o'clock, the launch was at the watering-point; the main sail was hoisted. At 11.30, the launch was back; one of our boats which had been to fetch bread brought back 124 tt. The starboard pump was changed; it was completely rotted.

13 to 14 [Floréal, Year 10, 3-4 May 1802]

Fine weather, light north-westerly wind to the south-west, the cable was cleared. At 1 o'clock, the barge went fishing. At 5 o'clock, the launch went to the watering-point; it returned at 8 o'clock. At daybreak, all the hammocks were washed, and three men were sent to the watering-point to wash the crew's clothes. A boat went to fetch bread and returned with some.

14 to 15 [Floréal, Year 10, 4-5 May 1802]

Fine weather, light south-westerly wind to the west. The cables, which were brought out of the hold, were found to be gnawed in several places by rats. At 8 o'clock, the barge returned from fishing; three men did the washing for the crew. A boat went for bread and brought some back. A Frenchman, authorised by the governor, came on board.

15 to 16 [Floréal, Year 10, 5-6 May 1802]

Fine weather, light north-westerly wind to the WNW. The barge went fishing. An Englishman came to seek a gallon of brandy as payment for the posters made ashore for the ship. The slings of the lower yards were repaired; we started to stow the cables in the hold. At daybreak, the captain's gig was sent, having two days' rations for seven men (five crewmen and two Englishmen); the men meant to do the crew's washing were at the watering-point. At 7.15, the launch went to Sydney Town to look for wheat. It carried 128 bars of iron ashore. Our long boat was launched and went to pick up some bread.

16 to 17 [Floréal, Year 10, 6-7 May 1802]

Fine weather, fresh breeze from the WNW. The launch arrived with 60 sacks of wheat; the cable was cleared and the topgallant masts pointed. The barge returned from fishing. At 6 o'clock in the morning, the launch went to pick up some wheat; it returned at 11 o'clock, with 40 sacks. We went to look for bread. The cables were put below.

17 to 18 [Floréal, Year 10m 7-8 May 1802]

Fine weather, moderate wind from the WNW. Our long boat brought some potatoes and squash. At daybreak, 12 men went for a walk. We received 103 tt of bread, potatoes and other vegetables. The captain's gig arrived from its detail.

18 to 19 [Floréal, Year 10, 8-9 May 1802]

Fine weather, the fresh breeze varied from the west to the WNW, WSW and SSE. The main topsail was put on the yard. In the evening, the men, who had been for a walk, all returned on board. At 6 o'clock in the morning, the launch went to fetch water; our boat brought us some vegetables. An English boat brought fresh meat; our boat went to fetch bread and brought 106 tt.

19 to 20 [Floréal, Year 10, 9-10 May 1802]

Fine weather, light westerly wind to the WSW, swung to the east. At 8 o'clock in the morning, the barge went fishing; the launch returned from the watering point. Towards 5.30, the English ship, *Investigator*, Captain Flinders, 10 months out from England, entered harbour; it was coming from the south-west coast of New Holland, where it had spoken to and communicated with the *Géographe* at latitude 35°41'S and longitude 126°49'E. At midday, a boat brought 105 tt of bread.

20 to 21 [Floréal, Year 10, 10-11 May 1802]

Fine weather, almost no wind. At 1 o'clock, many trade goods were sent ashore to the captain's dwelling. The boat brought some squash and cabbages. An English launch brought us an anchor and 162 gallons of brandy. At 7 o'clock, an English ship entered port; we learned that it brought news of a general peace. At daybreak, several people received permission to go to the watering-point to wash.

21 to 22 [Floréal, Year 10, 11-12 May 1802]

Fine weather, moderate breeze, from the NNE to the NW, veered to the east. At 9 o'clock in the morning, an English boat brought 298 squash and 2800 tt of potatoes. The barge returned from fishing. We stocked<sup>13</sup> the anchor that we had been given here. Rain during the night and morning. We went to pick up 400 tt of bread. Captain Flinders came to visit the captain, who was absent. Some trade goods were sent ashore.

22 to 23 [Floréal, Year 10, 12-13 May 1802]

Weather overcast and rainy, fresh gusty easterly wind. The cable was cleared. An orderly from the governor brought despatches for the captain. At 8.30, an English ship entered port, coming to go whaling on the coast of New Zealand. An English boat came to pick up 90 bottles of arrack from the ship; we received some squash and trade goods from shore.

23 to 24 [Floréal, Year 10, 13-14 May 1802]

Weather overcast and rainy, moderate wind from the east and north-east. Three black men, Charlot, Jean and Jasmin, were put ashore by order of the captain. At 6.45 in the morning, a working party of 15 men was sent ashore to cut wood. The launch went to fetch water and returned at 10 o'clock. At midday, it went to pick up wood.

24 to 25 [Floréal, Year 10, 14-15 May 1802]

The weather overcast, rainy and squally, moderate north-easterly wind to the ENE. At 7 o'clock, the launch arrived, laden with wood, and brought back the working party. At 6 o'clock in the morning, the working party went to cut wood. The draft of the ship: aft: 11 feet 8 inches; forward: 11 feet 7 inches.

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<sup>13</sup> A stocked anchor is made of a steel shank to one end of which two curved arms are forged. The other end of the shank is bored to receive the stock, which is attached at right angles to the arms and shank. (René de Kerchove, *International Maritime Dictionary*, 1961, New York, Van Nostrand Reinhold, p.790)

25 to 26 [Floréal, Year 10, 15-16 May 1802]

The weather overcast, rainy and squally; moderate north-easterly wind to the north. At 3 o'clock the launch went to look for wood; it returned loaded at 5 o'clock, with the working party. At 6 o'clock in the morning, the wood-cutting party was ashore. We received some cabbages.

26 to 27 [Floréal, Year 10, 16-17 May 1802]

Weather overcast and rainy, moderate north-easterly wind to the NNE. The launch went to fetch wood and brought its load back. At 10 o'clock, the weather fined up, the rain stopped, and the light wind eased and swung to the WNW and WSW. During the morning, the observatory was struck, the launch went to pick up the wood that had been cut and to fill a few water casks.

27 to 28 [Floréal, Year 10, 17-18 May 1802]

Fine weather, light wind from the WSW to the WNW. It was proven that our mill could produce 9 tt of flour [illegible] in 1½ with 15 tt of wheat. In the evening at 8 o'clock, the boat brought back a man named Bouteiller, cooper, with a stab wound that midshipman de Gouhier<sup>14</sup> had inflicted. Bouteiller and the boatcrew were in a tavern; the midshipman was there and ordered them to go back to the boat. Bouteiller, who was drunk, rose and advanced towards the midshipman to strike him. The latter drew his dagger and Bouteiller received a wound in the lower abdomen. At 8 o'clock, the topsails were hoisted with rope-yarn ties and the topgallant sails were rigged. At midnight, the weather became overcast and became cooler, with lightning. At 1 o'clock, the wind was strong with rain, and the topsails were struck. At 3 o'clock, the weather cleared and it became cooler; the rain stopped. At 4 o'clock, fine weather, moderate wind. From 3 o'clock to 3.30, shouts were heard which were at first thought to come from shore but, after thinking that we recognised these as those of a drowning man, the barge was sent which found, about a half a cable's length<sup>15</sup> away, a man who was trying to reach the ship. He said he was an English soldier and was taken at once on board the *Lady Nelson*. At 4 o'clock, the topsails were hoisted and, at 9 o'clock, the pilot arrived, the launch raised the kedge anchor but, the anchor warp having parted, it returned to the ship and was embarked, as were the two long boats and the barge. At 7 o'clock, we started heaving a long peak on the hawser, set the topsails and hoisted the jibs; at 10.15, weighed anchor. Shortly afterwards, let go the foresail and the topgallant sails; at 11.30, after having rounded North and South Heads, we hove-to and the pilot left us. We filled our sails; under the topsails, the fore-staysail, and mizzen staysail, steering course S.22°30'E.

28 to 29 [Floréal, Year 10, 18-19 May 1802]

Fine weather, light wind. At 3.15, the weather became overcast and the wind freshened. At 3.30, took the second reef in the mizzen topsail, the anchors were secured. At 4 o'clock, squally weather, rough sea, strong wind, slight rain. At 4.30, took the second reef in the fore topsail and the second in the main, furled the mizzen topsail and the staysail, and unbent the topgallant sails. At 11.30, hauled about the foresail tack and hoisted the main staysail; at 3 o'clock, the man named Bouteiller was found dead. At 4 o'clock, wore ship on the port tack. During the morning, the topgallant masts were unrigged. At daybreak, a stranger was found; he said he

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<sup>14</sup> Amand de Gouhier: apprentice; made temporary 2<sup>nd</sup> class midshipman at Timor, 20 October 1801; died at sea 26 May 1803. (p.xxx, vol. 2, *Partie Historique*...)

<sup>15</sup> Cable's length: Authorities differ as to the length of a cable. In the British and German Navies, one cable is equal to one-tenth of a nautical mile or 608 feet (185 metres). In the United States Navy, one cable length is 120 fathoms or 720 feet (219 metres). In the French Navy and in Spain since the adoption of the metric system, one cable length is 200 metres (656 feet) (René de Kerchove, *op.cit.*, p.114)



was an English soldier and had swum to the ship during the night of the 27<sup>th</sup> Floréal; Bouteiller's body was committed to the sea. Towards midday, the weather improved, the sea abated, and the wind eased. Departure point on the 28<sup>th</sup> at midday: latitude: 33°55'S; longitude: 149°14'E.

29 to 30 [Floréal, Year 10, 19-20 May 1802]

Fine weather, the sea running a swell, the moderate wind eased gradually. At 2 o'clock, hauled down the main staysail, set the mizzen topsail, hauled board the main sail tack, and hoisted the main staysail [*sic*]. At 4 o'clock, land stretched from N.12°W to S.29°W. At 5.30, set all sail. At 5.45, wore ship on the starboard tack, after having missed stays twice. At 10 o'clock, no wind; remained under the foresail and the topsails. At 5.30, set all sails and let out the second reef in each topsail. At 7 o'clock, rigged the forward starboard studding-sails; at 9 o'clock, let out the first reef in the main topsail; at 11.30, took in the studding-sails. The effects of the late Bouteiller were sold. At midday, land extended from N.28°W to S.48°W.

30 Floréal to 1 Prairial [Year 10, 20-21 May 1802]

Fine weather, cloudy sky, the sea running a swell, light breeze. At 12.45, hauled about the tack of the main topsail to repair it. At 2.15, it was set; a winter staff was set on the main mast. At 5 o'clock, took a reef in the main topsail. At midnight, chapeled the ship on the port tack. Moderate wind. At daybreak, land was sighted; at midday, it extended from N.29°W to S.51°W.

1 to 2 [Prairial, Year 10, 21-22 May 1802]

Fine weather, overcast sky, smooth sea, moderate wind. At 12.15, chapeled the ship on the starboard tack. At 10 o'clock, went on to the port tack; light rain during the morning.

2 to 3 [Prairial, Year 10, 22-23 May 1802]

Weather overcast, moderate wind, calm sea. At 6 o'clock, chapeled the ship on the starboard tack. At 6 o'clock in the morning, wore ship on the port tack, after having tried in vain to chapel. Light rain during the morning.

3 to 4 [Prairial, Year 10, 23-24 May 1802]

Weather overcast and foggy, the sea rather calm, moderate wind, continual light rain. At 4.45, took in the second reef in the mizzen topsail. At 8 o'clock, wore ship on the starboard tack, the wind freshened gradually and blew strongly, rough sea. At midnight, brailed up the main topsail and set it after having taken the second and third reefs. Brailed up the fore topsail to take in reefs but, having torn, it was furled. Brailed up and furled the main sail; the port bumkin was unshipped by a wave. At 4.15, furled the mizzen topsail. At 6 o'clock, the weather having improved a little, brought aboard the tack of the main sail and set the mizzen topsail. During the morning, the bumkin was repaired and the fore topsail mended.

4 to 5 [Prairial, Year 10, 24-25 May 1802]

Overcast weather, light breeze, heavy sea, continual light rain. At midday, set the fore topsail close-reefed. At 6 o'clock, wore ship on the port tack; moderate wind. at 7 o'clock in the morning, the wind having freshened, furled the mizzen topsail; at 9.45, wore ship on the starboard tack. At 11 o'clock, set the mizzen topsail.

5 to 6 [Prairial, Year 10, 25-26 May 1802]

Weather overcast and foggy, the sea running a swell, moderate wind. At 2 o'clock, let out a reef in the two topsails; the wind eased gradually. At 8 o'clock in the morning, flat calm, the ship not making steerage way. At 6 o'clock, loosened the main sail. At 10 o'clock, the breeze arose;

rigged three starboard studding-sails, and let out the second reef in the topsails and the mizzen topsail.

6 to 7 [Prairial, Year 10, 26-27 May 1802]

Overcast and foggy weather, the sea running a swell, a light breeze. At midday, hauled down the port studding-sails and rigged the starboard ones. The topmast booms were sent down and the spars secured. Light rain from 4 o'clock to 8 o'clock. At 5 o'clock, took in the studding-sails and set all sails; moderate wind, smooth sea.

7 to 8 [Prairial, Year 10, 27-28 May 1802]

Fine weather, calm sea, moderate wind; it freshened at 8 o'clock and became gusty, rough sea, lightning to the north-west. At 8.30, hauled down the mizzen topmast staysail and the spanker, and took the second reef in the mizzen topsail. At 9 o'clock, hauled down the main jib and the middle staysail. At 11.30, the weather became overcast and the wind strengthened; hauled down the main staysail and the mizzen staysail, struck the topsails, and brailed up the mizzen topsail. At midnight, having wanted to take the second reef in the main topsail, the tackle was blown from the earring bolt-rope by the wind; it was immediately brailed up and unbent. The mizzen topsail and the mizzen topgallant sail were set, and the main staysail and the mizzen staysail were hoisted. Squally weather and light rain.

At 4 o'clock, the weather fined up and the wind eased. The topsails were hoisted. At 10 o'clock, the weather became overcast with a squally, fresh gusty breeze.

8 to 9 [Prairial, Year 10, 28-29 May 1802]

Overcast and squally weather, rough sea, strong wind and light rain until 4 o'clock. At midday, the main topsail was bent and set. At 3.30, in a squall, the mizzen topsail was struck and later hoisted during a clear spell. At 4.30, took the second reef in the topsails. At 5 o'clock, struck the topsails and brailed up the mizzen. During the night, the topsails were boarded and hoisted several times. At daybreak, it was seen that the port bumkin was unshipped; we worked on it. The weather cleared. At 10 o'clock, all sails were set, fine weather, light wind, rough sea. The main staysail was unbent to be mended.

9 to 10 [Prairial, Year 10, 29-30 May 1802]

Fine weather, light wind, rough sea. At 6 o'clock, wore ship on the port tack. At 5 o'clock, bent and hoisted the main staysail. At 9 o'clock, there being no wind, we remained under topsails. At midnight, boarded the courses. At 6.30, the breeze arising from the north-west, wore ship on the starboard tack and set all sails. At 8 o'clock, moderate wind, calm sea, let out the second reef in the three topsails and bent the forward starboard studding-sails. At 10.30, they were taken in and trimmed closer to the wind. On the 9<sup>th</sup> at 3.45, at latitude 41°, variation, by 7 azimuth compass readings, was 9°51'50"NE.

10 to 11 [Prairial, Year 10, 30-31 May 1802]

Fine weather, cloudy sky, the sea running a swell, light wind. At 2 o'clock, bent the forward starboard studding-sails; at 5 o'clock, they were taken in. At 6 o'clock, the wind veered to the SSW; we were taken aback and went on to the port tack. The wind settled at once. At 10 o'clock, a north-westerly breeze, close-hauled on the starboard tack and set all sails; light wind during the morning. On the 1<sup>st</sup> at 10.15, at latitude 41°50', variation, from 12 azimuth readings, was 12°16'30"NE.

11 to 12 [Prairial, Year 10, 31 May – 1 June 1802]

Rather fine weather, cloudy sky, moderate breeze, smooth sea. At 5 o'clock, took the second reef in the mizzen topsail. At 6 o'clock, chapeled the ship on the port tack. At 8 o'clock, light breeze. At 9 o'clock, chapeled the ship on the starboard tack. On the 11<sup>th</sup> at 3.30, at latitude 42°6', the variation, from 7 azimuth readings, was 10°53'40"NE

12 to 13 [Prairial, Year 10, 1-2 June 1802]

Fine weather, calm sea, almost no wind. At 1.30, went on to the port tack and brailed up the main sail. At 4 o'clock, flat calm, remained under the topsails. At 9.30, the breeze arose from the ENE, dropped the foresail and bent the port studding-sails; at 11 o'clock, bent the starboard ones. Moderate wind during the morning. At 11.30, took in the starboard studding-sails, hoisted the spanker, the main staysail and the mizzen staysail, and set course S.38°45'W. At 9 o'clock in the morning, let out the first reef in the main topsail only.

13 to 14 [Prairial, Year 10, 2-3 June 1802]

Overcast weather, fresh breeze, rough sea At 1.30, loosened the main sail and set its leeward corner. At 3 o'clock, took in the bower studding-sail and set the main jib at half-mast. At 6 o'clock, boarded the tack of the main sail, hauled down the main jib and set the bower studding-sail. At 8 o'clock, took in the three studding-sails. At 9 o'clock, hauled down the spanker and set the main jib at half-mast.

14 to 15 [Prairial, Year 10, 3-4 June 1802]

Weather overcast, fresh breeze, and rough sea. At 3.30, set course S.56°15'W. At 5 o'clock, took the first reef in the main topsail; shortly afterwards it was seen to be unstitched below the tabling in the bunt of the sail; it was brailed up and stitched. It was set at 5.30. Same weather during the 24 hours. At 3 o'clock in the morning, set course S.67°30'W.

15 to 16 [Prairial, Year 10, 4-5 June 1802]

Overcast weather, the sea running a swell, the wind, at first fresh, eased as it changed direction. At midday, set course S.78°45'W. At 5 o'clock, [we were] close-hauled. During the night, moderate squally wind, light rain from midnight to 4 o'clock. On the 15<sup>th</sup> at 3.15, at latitude 45°36', the variation, from five azimuth readings, was 8°13'40"NE; on the 16<sup>th</sup> at 10.30, at latitude 44°57', the variation, from four azimuth readings, [was] 9°20'10"NE.

16 to 17 [Prairial, Year 10, 5-6 June 1802]

Overcast weather, moderate breeze, the sea running a swell. At 12.15, wore ship on the starboard tack. At 3 o'clock, the wind freshened and the sea became rougher; reduced sail. At 8 o'clock, strong gusty wind, the sea very rough. At 10 o'clock, struck the mizzen topsail, brailed up the mizzen, and hauled down the main staysail. At 12.30, reefed the topsails. At 4.15, wore ship on the port tack. In hauling aboard the tack of the foresail, it was blown from the bolt ropes, from the lee clew as far as the head of the sail. The courses were taken in and the main staysail hoisted. At 4 o'clock, the wind eased gradually. The foresail was unbent and another bent. At 10 o'clock, set all sail and hauled down the main staysail.

17 to 18 [Prairial, Year 10, 6-7 June 1802]

Overcast weather, rough sea and light breeze. At 5 o'clock, chapeled the ship on the starboard tack, moderate wind during the morning. Mahulot, seaman gunner, received 15 lashes for having struck the petty officer gunner. On evening of the 17<sup>th</sup>, the rations were reduced, as follows: at lunch, 6 ounces of boiled wheat; at dinner, a half-pound of bread, 6 ounces of beef or 4 ounces of bacon; at supper, 6 ounces of boiled wheat. This ration did not take place until

the morning of the 18<sup>th</sup>, but the crew did not want to eat the wheat, and begged the captain to rather give them bread made with flour and bran. As a result, we had 1½ tt of bread per day.

18 to 19 [Prairial, Year 10, 7-8 June 1802]

Overcast weather, rough sea and moderate wind. At nightfall, reduced sail; the wind gradually freshened and became strong; the ship straining exceedingly and pitching very hard. At 4.15, furled the mizzen topsail; at the same time, the halyard of the fore staysail parted and [the sail] was torn; it was unbent. At 8.15, the main topsail was brailed up to overhaul its port sheet, one of whose strands had parted, and to repair its gear wheel. At 10 o'clock, while setting the main topsail, the foot of the sail was torn; it was brailed up and repaired. The mizzen topsail was loosened, but it was torn a little and [so] was furled.

19 to 20 [Prairial, Year 10, 8-9 June 1802]

Overcast and squally weather, strong wind, rough sea. At midday, during a squall, the tack of the main sail parted; in spite of the promptness with which it was boarded, the sail tore and [it] was unbent. At 1 o'clock, the captain had all the officers and the surgeon assembled in his cabin to take advice about what remained to be done in the position in which we found ourselves. There were only 37 days' rations, and we could hope to be in Mauritius in 74 days by going on half-rations; it was decided to stop over in Port Jackson. Consequently, after having taken the second reef in the main topsail and set it, at 2.15 we wore ship on the port tack and set course N.67°30'E and, soon after, N.56°15'E. The jib boom was taken in and the fore staysail, which we had just bent, was hoisted. At 6 o'clock, the weather fined up and the wind eased. During the night, fine weather, moderate breeze, the sea a little rough. At 10 o'clock, set the mizzen topsail. At 9 o'clock, bent the port studding-sails. The unbent sails were put out to dry. At 2.15, estimated latitude 46°58'10"; estimated longitude 139°25'54".

20 to 21 [Prairial, Year 10, 9-10 June 1802]

Fine weather, the sea running a swell, light wind. At 6 o'clock, bent a new main sail and set all leeward clues. At midnight, brailed up the main sail and hauled down the spanker and the staysails. At 4 o'clock, bent the starboard studding-sails; at 8 o'clock, took in the port ones. Set the main sail and the spanker, and let out the second reef in the main topsail.

21 to 22 [Prairial, Year 10, 10-11 June 1802]

Overcast weather, light rain, calm sea, light wind. At midday, took in the studding-sails. At 7.30, chapeled the ship and went on to the port tack. At 8.30 in the morning, chapeled the ship on the starboard tack. At 10.45, no wind; remained under the foresail and the topsails.

22 to 23 [Prairial, Year 10, 11-12 June 1802]

The weather, at first overcast, cleared and, at 1 o'clock, was fine, [with a] smooth sea, unbent the mizzen topmast staysail. At 1 o'clock, the breeze having risen, increased sail [with the ship] on the starboard tack. At 5 o'clock, chapeled the ship and went on to the port tack. Flat calm during the night. At 4 o'clock, close-hauled on the starboard tack, with a light south-easterly breeze. At 8 o'clock, it freshened; set all sails. The wind then gradually eased. At 10 o'clock on the 23<sup>rd</sup>, at latitude 44°31', the variation, from 18 azimuth readings, was 7°12'40"NE.

23 to 24 [Prairial, Year 10, 12-13 June 1802]

Fine weather, calm sea, and light wind. At 5.45, chapeled the ship on the port tack. At 8.30 in the morning, chapeled the ship on the starboard tack.

24 to 25 [Prairial, Year 10, 13-14 June 1802]

Fine weather, cloudy sky, smooth sea, moderate wind. At 8.30, hove-to in stays at the time we were hauling off, all at the same time. The wind swung from the ENE to the SE; we then wore ship and went on to the port tack. At 2 o'clock in the morning, chapeled the ship on the starboard tack. Light rain during the morning.

25 to 26 [Prairial, Year 10, 14-15 June 1802]

Overcast weather, calm sea, moderate wind, light patchy rain. Slight squalls from time to time. During the morning, the wind freshened and was gusty, the sea a little rough.

26 to 27 [Prairial, Year 10, 15-16 June 1802]

Overcast and squally weather, rough sea, fresh breeze, light patchy rain. At 5 o'clock, took in the second reef in the topsails. At 6 o'clock, wore ship on the port tack. At 6 o'clock in the morning, wore ship on the starboard tack.

27 to 29 [Prairial, Year 10, 16-17 June 1802]

Overcast and squally weather, rough sea, fresh wind, light patchy rain. At 4 o'clock, Van Diemen's Land was sighted to the east; fog prevented us from seeing it clearly. At 4.45, wore ship on the port tack. At 4.30 in the morning, wore ship on the starboard tack.

28 to 29 [Prairial, Year 10, 17-18 June 1802]

Overcast squally weather, rough sea, fresh breeze, light rain. At 5 o'clock, wore ship on the port tack. At 2 o'clock in the morning, wore ship on the starboard tack. The wind and sea abated; at 4 o'clock, let out the second reef in the topsails and set all sails. Very uneven and changeable wind. The jib-boom was rigged. Sighted several whales.

29 to 30 [Prairial, Year 10, 18-19 June 1802]

Overcast squally weather, the sea running a swell, light wind. At 3 o'clock, Van Diemen's Land stretched from N.22°30'E for about 8 leagues. At 4.15, wore ship on the port tack, after having missed stays three times. At 8.30, wore ship on the starboard tack, after missing stays once. At midnight, set course S.45°E, bent three starboard studding-sails, the breeze freshened, a little rain fell. At 6.30, took in the studding-sails. At 8 o'clock, set course due east, bent three starboard studding-sails. At 9.30, set course N.78°45'E. At 10 o'clock, took in the studding-sails.

30 Prairial to 1 Messidor [Year 10, 19-20 June 1802]

Fine weather, cloudy sky, smooth sea, moderate wind. At midday, set course N.67°30'E. At 1 o'clock, bent two forward starboard studding-sails. At 3 o'clock, bent the aft ones; at 6 o'clock, set course N.45°E; brailed up the main sail and hauled down the sails *en pointes*<sup>16</sup>. At midnight, took in the starboard studding-sails and bent the port ones. At 1 o'clock, hoisted the main staysail and dropped the clue of the main sail. At 6 o'clock, set a northerly course. Took in the studding-sails; moderate gusty wind. At 6.30, sighted land in different areas extending from N.67°30'W as far as S.67°30'W; at 8 o'clock, it stretched from N.64°W to S.85°W. The wind eased; at midday, the middle of Maria Island bore N.86°W.

1 to 2 [Messidor, Year 10, 20-21 June 1802]

Fine weather, smooth sea, moderate wind. At midday, set course N.11°15'W. Set all sails and the fore topmast studding-sail. At 4 o'clock, the middle of Maria Island bore S.65°W, and the high parts of the Schouten Island and Peninsula bore from S.80°W to N.77°W. At 4 o'clock,

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<sup>16</sup> *Vide supra* footnote 11.

took in the fore topmast studding-sail; at 7 o'clock, set the topmast studding-sails; they were taken in at 5 o'clock in the morning. At daybreak, land was seen in the far distance; at 8 o'clock, sighted some sand banks with breakers - they stretched from N.34°W to S.22°W. At midday, land was in sight to the west, a very great distance away.

2 to 3 [Messidor, Year 10, 21-22 June 1802]

Fine weather, moderate wind, calm sea. At 8 o'clock, the breeze freshened and fresh gusty wind blew. At 6 o'clock in the morning, sighted land to the north-west; at 8 o'clock, it extended to N.11°15'E. A northerly course was set, and then course N.11°15'E. The main topsail was brailed up for a few repairs; at 9 o'clock, it was set. At midday, land extended from N.15°W to S.44°W, the closest being five miles away. At 3 o'clock on the 2<sup>nd</sup>, at latitude 40°21', I observed the variation to be 11°4'1"NE, being the average of 12 azimuth readings.

3 to 4 [Messidor, Year 10, 22-23 June 1802]

Fine weather, calm sea, moderate wind. At midday, set all sails and the port topmast studding-sails. At 3 o'clock, took in the main topmast studding-sail; at 4 o'clock, set the bower studding-sail. At 4 o'clock, land extended from N.16°W to S.4°W, a short distance away. At 6.30, sighted a fire abeam of us. At 8 o'clock, hoisted the main topmast studding-sail. At daybreak, the wind eased, [and] let out the second reef in the mizzen topsail. At 8 o'clock, land stretched from N.20°W to S.21°W. At midday, Long Nose Point bore N.5°W; the Dovecote bore S.86°W; the southern extremity of land bore S.39°W; almost no wind. The corvette was painted.

4 to 5 [Messidor, Year 10, 23-24 June 1802]

Fine weather, calm sea, almost no wind. At midday, hauled down the spanker and the main staysail. At 12.30, set the starboard studding-sails and took in the port ones. At 2 o'clock, took in the studding-sails; close-hauled and all sails set. At 3 o'clock, we were taken aback: at the moment we were hauling the main sail sheet, the wind, previously a northerly breeze, veered to come from the east. We then wore ship on to the port tack. At 4 o'clock, Long Nose Point bore N.6°W; the middle of the entrance to Jarvis Bay bore N.18°W; the Dovecote bore S.67°W. At 2 o'clock in the morning, wore ship on the starboard tack; the wind freshened. At daybreak, we became aware of a ship to windward, running on the port tack. At 8 o'clock, the land stretched from N.28°W to S.49°W; the Dovecote bore S.54°W. At 8 o'clock, chapeled ship on the port tack; hauled down the main staysail to mend it; it was hoisted at 9 o'clock, and the second reef taken in the mizzen topsail. At 9.15, the ship sighted, being abeam (on the opposite course) was recognised to be a three-master; we hoisted our colours but it did not reply. At midday, it was under the land, as far as the eye could see. At midday, the land extended from due west to N.68°W. The cables were bent and the winding gear was positioned, and the yard-arms and tackle put in place. Observed latitude: 34°59'27"; estimated latitude: 35°18'43"; estimated longitude: 148°38'42".

5 to 6 [Messidor, Year 10, 24-25 June 1802]

Fine weather, overcast sky, smooth sea, moderate wind. At 2 o'clock, chapeled the ship on the starboard tack. At 6.30, chapeled the ship on the port tack at the third attempt; land 12 miles away. At 2 o'clock in the morning, chapeled the ship on the starboard tack. At 9 o'clock, took the second reef in the topsails; the wind fresh since 8 o'clock in the evening. At 11 o'clock, very high land in sight, extending from N.56°W to due west.

6 to 7 [Messidor, Year 10, 25-26 June 1802]

Overcast weather, fresh breeze, the sea a little rough. At 1 o'clock, wore ship on the starboard tack after missing stays twice. [illegible] At 6 o'clock, wore ship on the starboard tack, after missing stays twice. At 9 o'clock, chapeled ship on the port tack. Continual rain from 10 o'clock until 7 o'clock in the morning. At 2 o'clock, the wind was weak, the ship was carrying a lee-helm; wore ship on the starboard tack. After having tried to chapel the ship twice, at 5 o'clock, wore ship on the port tack; the wind having freshened from the SSE, a fresh breeze blew. At 8 o'clock, land in sight, but very foggy. From 8 o'clock to 9 o'clock, shortened sail and, at 9 o'clock, wore ship on the starboard tack.

7 to 8 [Messidor, Year 10, 26-27 June 1802]

Overcast weather and rough sea; fresh breeze. The fore topsail was brailed up to repair it and the foresail tack hauled aboard. At 4 o'clock, wore ship on the port tack. At 4.15, set the fore topsail and boarded the main sail tack. At 6 o'clock, we thought that we could see a ship bearing S.22°W, a short distance away. At 8 o'clock, wore ship on the starboard tack. At 1.30, chapeled the ship on the port tack, let out the second reef in the topsails, and set all sail. At 7 o'clock, land was sighted, extending from N.45°W to S.45°W. The port anchor was made ready to drop. At 10.15, hove-to, under the main topsail, land a short distance away.

8 to 9 [Messidor, Year 10, 27-28 June 1802]

Fine weather, smooth sea and moderate wind. At midday, filled the sails, and set all sails, including the port studding-sails. To stand into the land, after having approached very closely, we bore up and sailed along it, a mile off shore. Took in the port studding-sails and set the starboard ones. At 4 o'clock, took in the studding-sails, brailed up the main sail, and hauled down the staysails. The captain ordered everyone to his post for going to the anchorage. We hoisted our flag and fired a swivel-gun shot. At 5 o'clock, being [illegible] of Port Jackson and being able to run into it, we were close-hauled on the starboard tack. At 5.30, the Port Jackson lighthouse bore S.85°W, two miles distant. At 6.30 and 7 o'clock, the light of the lighthouse bore S.68°W; at 11 o'clock, the light bore S.74°W. At 9 o'clock, chapeled the ship on the port tack; at midnight, chapeled the ship on the starboard tack. At 4 o'clock, hove-to on the starboard tack, weather overcast and squally, fresh breeze and rough sea. At 7 o'clock, filled the sails and stood into land. At 7.30, hove-to again, on the port tack. At 8 o'clock, filled the sails and hauled aboard the courses. At 9 o'clock, during a squall, furled the mizzen topsail; at 9.30, set it, and set course to stand into Port Jackson whose entrance could be seen by the starboard basin. At 11.30, we anchored between the headland and [illegible]

Note of rations taken on board at Port Jackson: 996 tt jars of brandy; 5000 of flour, 700 of rice, 1 barrel of molasses, 31 barrels of beef, 7 barrels of bacon, 2 pumps.

North Head bearing N.65°E; South Head bearing S.87°E; Camp Cove bearing S.25°E; Bradley's Head bearing S.25°W; Middle Head bearing N.37°W. As soon as we anchored, the pilot came on board and wanted us to get under way to move further into the harbour, but getting under way was put off until the beginning of the flood. Longitude and latitude of Port Jackson, determined at the observatory situated in the [illegible] of the anchorage at Benelong Point: latitude 39°51'50"; longitude 149°5'0"; variation 9°40'NE.

**\*entries missing\***

26 to 27 [Brumaire, Year 11, 17-18 November 1802]

At 1 o'clock, the commander called, by means of three successive cannon shots, the *Casuarina*, anchored at the entrance. As soon as the latter set sail, it passed on the weather-gauge, to ask for satisfaction from the governor for the insult he had caused us in seizing in his gig, two Englishmen [the captain] was sending to be landed ashore. It returned at 7.30. At 2.30 in the morning, the wind having eased, we heaved the anchor short. At 4.30, we hoisted our topsails

as did the *Géographe*, the *Casuarina* and the *Fanny*, an American ship, and an English sloop. At 5.30, we weighed anchor and got under way. At 6.30, being outside the Heads, the pilot departed and we steered for the open sea. At 7.30, the wind freshened a little to the south. Weather overcast, dark horizon. At 8.30, took a reef in the mizzen topsail. At 9.25, brailed up and unbent and furled the topgallant sails. At 9.30, took the first reef in the topsails. At 10.30, hauled down and furled the middle staysail, the main jib, the main staysail and the spanker. At 10.30, took the second reef in the mizzen topsail and set the mizzen topsail on the mast. At 11.50, the commander made the signal to change tack – wore ship.

27 to 28 [Brumaire, Year 11, 18-19 November 1802]

Overcast weather, fresh breeze, rough sea, rain and storm. At midday, bore up to join the commander. At 1 o'clock, close-hauled and furled the main sail. At 2 o'clock, took the second reef in the topsails and furled the mizzen topsail. At 3 o'clock, wore ship. At 6 o'clock, furled the fore topsail and set the mizzen. At 7 o'clock, the *Casuarina* bore S.5°W; at 7.15, the *Géographe* bore WSW. We lost sight of them soon afterwards. At 8 o'clock, hoisted a lantern to the peak which we kept all through the watch; as the commander did not appear, we still kept our lantern aloft. At 4 o'clock, set the fore topsail and the mizzen topsail. At 4.25, wore ship on the port tack. At 5.30, wore ship again, on the starboard tack. Unfurled the spanker, the main sail and the mizzen topmast staysail; we were running on a course to close the commander. At 7.30, the commander having changed tack, we changed tack also. At 9 o'clock, let out the second reef in the topsails and bent the topgallant sails. Land in sight from the west to the south-west.

28 to 29 [Brumaire, Year 11, 19-20 November 1802]

Cloudy weather, the sea running less of a swell. At 3 o'clock, we passed astern of the *Géographe* and received the order to steer to the south if the winds allowed. From 4 o'clock to 5 o'clock, put the mizzen topsail on the mast to wait for the *Géographe* and the *Casuarina*. At 6 o'clock, the *Géographe* was close to leeward of us and, during the night, the commander set a lantern from time to time to mark his position for the *Casuarina*. At 3 o'clock, unfurled the topgallant sails to keep near the commander. At 4.30, set the port fore topmast studding-sail; took it in at 5.30. Land in sight. At 6 o'clock, sighted a sail to the south-west. At 7 o'clock, it was recognised to be a schooner; the *Géographe* hove-to and sent a boat to it. From 9 o'clock to 10 o'clock, furled in succession the topgallant sails, the mizzen topsail, and the foresail; and brought the topsails to half-mast. At midday, the ships were about five miles astern. About 6 leagues from shore.

29 to 30 [Brumaire, Year 11, 20-21 November 1802]

Fine weather, smooth sea, moderate wind. We kept the topsails on the masthead to wait for the ships in our convoy. At 6 o'clock, the *Géographe* was a small distance ahead of us and the *Casuarina* astern. At 6.25, brailed up and furled the foresail and the fore topsail. At 6.50, hove-to under the fore topsail and the mizzen staysail to wait for the commander and the *Casuarina*; 30 minutes later we set off. At 12.30 set the mizzen topsail and the main topsail. At 2 o'clock, close-hauled and crowded on sails to join the commander. At 8 o'clock, the *Géographe* was two miles away, to the north-west. At 6 o'clock, having hauled ahead of the division, we brailed up and furled the main sail. At 9 o'clock, wore ship and joined the commander. Land ahead and the *Géographe* a moderate distance away. Estimated distance from shore 13 miles.

30 Brumaire to 1 Frimaire [Year 11, 21-22 November 1802]



Overcast weather, dull horizon, rough sea, fresh breeze. At the beginning of the watch, took a second reef in the mizzen topsail; soon afterwards, unfurled the spanker. At 1.55, wore ship. The strop of the sheet-block of the mizzen topsail having broken, it was brailed up and furled to repair the damage. Hove-to with the main topsail struck. At 3 o'clock, filled the sails and set the spanker. At 5.30, the strop of the gaff double-block having broken, we hauled down and furled the spanker and set the mizzen topmast staysail. At 6.30, wore ship. At 8 o'clock, took the second reef in the topsails. The *Géographe* and the *Casuarina* kept a light constantly at the mast-head; the commander a good distance away to the south-west.

1 to 2 [Frimaire, Year 11, 22-23 November 1802]

Rather fine weather, cloudy sky, rough sea and fresh breeze. At midday, wore ship. A little rain. At 2.30, brailed up the fore sail. At 9.30, boarded the main tack to join the commander. At midnight, the *Géographe* wore ship on the starboard tack. At 4 o'clock in the morning, the *Géographe* was to windward of us; let out a reef in the topsails. At 5.30, wore ship. The weather almost calm, the sea running a swell. At 10.30, remained under the topsails and, at 11 o'clock, bent the topgallant sails to join the commander.

2 to 3 [Frimaire, Year 11, 23-24 November 1802]

Fine weather, calm sea, light wind. The commander having hove-to, we put the wind on the main topsail. Shortly afterwards, a boat came from the *Géographe* loaded with several packets for Captain Hamelin. Mister Smith, captain of the *Fanny*, who had taken our flag and signal books to the *Géographe*, came back to the ship and brought five lengths of log line. At 7 o'clock, we filled our sails and took position astern of the commander. The wind having freshened, we struck our topsails and gradually reduced sail in order to not overtake him. At midday, the commander having set a westerly course, we steered to that point of the compass.

3 to 4 [Frimaire, Year 11, 24-25 November 1802]

Fine weather, the wind, at first moderate, freshened and then dropped completely, continual rain. At 9 o'clock, being hove-to, a northerly squall forced us to strike the topsails. A moment later, the *Géographe* having gone on to the port tack, we imitated the manœuvre. At midnight, went on to the starboard tack again. Weather overcast, light wind. At 2 o'clock, boarded the foresail tack and set the mizzen to join the commander. At 3 o'clock, the wind veered quickly from the NNE to the west with several strong gusts. The commander being no longer in sight, we put a lantern at the masthead, to which he did not answer. At 3.30, sighted him ahead of us. Land in sight ahead.

4 to 5 [Frimaire, Year 11, 25-26 November 1802]

Weather overcast, smooth sea, moderate wind. At 2 o'clock in the afternoon, we found in the hold, four convicts who had hidden there. At 9.30, the weather suddenly became overcast. The moderate northerly wind swung to the WNW, becoming strong and gusty. Ran before the wind, and remained under the fore topsail. Struck the fore-staysail and the mizzen staysail. At 9 o'clock, wore ship. In striking the spanker, it became caught in the crossjack-yard; we were forced to cut the bolt-rope in order to clear it, the wind [being] still strong. At midnight, wore ship; no vessel in sight. At daybreak, we saw a ship of the convoy to the WSW, from which we moving further and further away. At 9 o'clock, went on to the starboard tack; land bearing NW5°N.

5 to 6 [Frimaire, Year 11, 26-27 November 1802]

Fine weather, strong gusty wind, heavy sea. We could not see any ship in the convoy. Wore ship at 7 o'clock in the evening and at midnight. At 5 o'clock in the morning [illegible] clapped

on sail to join the ships in the convoy; tightened the starboard mizzen stays, shrouds and backstays and the starboard backstays of the main- and fore-topmasts.

6 to 7 [Frimaire, Year 11, 27-28 November 1802]

Squally weather, fresh breeze. At 3.30, let out a reef in the topsails, that was taken in again at 4 o'clock. At 5 o'clock, brailed up and furled the main sail, the fore topsail and the mizzen topsail. The commander very close astern of us. At 6 o'clock, land extending from S.19°W as far as S.30°W. At 6.30, the commander was close to us and said he was going to wear ship; we imitated his manœuvre. At 10 o'clock in the evening, not seeing the *Géographe*, we fired a flare; we immediately saw his lantern ahead [and] to leeward of us. We bore up. At 8 o'clock in the morning, changed tack. At 11.30, let out and hauled aboard the foresail tack to join the *Géographe*. At 10 o'clock, the *Casuarina* wore ship, but it resumed the same tack a moment later.

7 to 8 [Friaire, Year 11, 28-29 November 1802]

Fine weather, the sea rather smooth, and [a] patchy fresh breeze. We joined the convoy and kept constantly astern of the *Géographe*. At midnight, wore ship. At 9.30 in the evening, hauled aboard the tack of the main sail and set the mizzen topsail. At 11 o'clock, let out two reefs in the topsails.

8 to 9 [Frimaire, Year 11, 29-30 November 1802]

Fine weather, clear sky, the wind, light at first, freshened. At midday, tacked the ship. At 4 o'clock, took the first reef in the topsails. At 5 o'clock, loosened the main sail and spoke to the *Géographe*, about the charge brought by the captain against a prisoner named Barbier who had struck the officer of the watch. The commander ordered that he be given 50 lashes. At 2 o'clock, took up position astern of the *Géographe*, but the latter having hove-to several times to take soundings, we kept a cable's length away to leeward.

9 to 10 [Frimaire, Year 11, 30 November – 1 December 1802]

Fine weather, moderate wind, calm sea. At 12.15, one extremity of land bore W.35°S and the other extremity bore W.98°S. At 6 o'clock, passed astern of the *Géographe* and set the mizzen topsail on the mast. Bearings taken at 6 o'clock: the most northerly of The Sisters bore S.45°W; the southern extremity of the Furneaux Islands bore S.7°W. At 9 o'clock in the evening, filled the mizzen topsail. At midnight, tacked the ship. As the wind had eased, at 1 o'clock we crowded on sail to join the commander; at 5 o'clock, the land in sight, 7 miles away, stretched from S.16°W to S.25°W. At midday, the most northerly of The Sisters bore S.50°W; the southern tip of the Furneaux Islands bore S.2°W.

10 to 11 [Frimaire, Year 11, 1-2 December 1802]

Fine weather, moderate wind; at 4 o'clock, tacked the ship. At 6 o'clock, land in sight stretching from S.2°W to S.33°W; the *Géographe* bore NW<sup>1</sup>/<sub>4</sub>W, very close. At 3.45 in the morning, wore ship on the starboard tack. At 4 o'clock, a breeze arose from the ENE; set the topgallant sails. Bearings taken at 8 o'clock in the morning: the southern tip of the Furneaux Islands bore due south; the most northerly of The Sisters bore S.30°W. Bearings taken at midday: The Sisters bore S.10°W; the eastern extremity of the Furneaux Islands bore S.16°E; the Kent group bore W.10°S, about eight leagues distant.

11 to 12 [Frimaire, Year 11, 2-3 December 1802]

Fine weather, smooth sea, light winds. We steered to round the Kent group to the north. Bearings taken at 6 o'clock: the southern extremity of the Kent group bore S.45°W; the northern extremity of the said group bore S.85°W; a rock shaped like a ship (not marked on the chart) bore S.88°E. The *Géographe* and the *Casuarina* were astern. At 8 o'clock, the lead showed 30 fathoms, with a sandy bottom. The winds, which had eased greatly, increased a little. At 7 o'clock in the morning, spoke to the *Géographe*. Bearings taken at 8 o'clock: the Kent group bore E.10°S; a small island bore NE¼N; Wilson's Promontory bore N.36°W; a small island bore W.10°N; an island bore due west; a small island bore W.15°S; a small island bore W.20°S; a small island bore E.21°S.

Crowded on sails at 8 o'clock towards two to three small islands to the south of the Promontory, [with] the *Fanny* and the *Casuarina* astern. Bearings taken at midday: Wilson's Promontory bore N.23°W; a small island bore S.27°E; another small island bore N.73°E.

12 to 13 [Frimaire, Year 11, 3-4 December 1802]

Fine weather, calm sea, light winds freshening. At 1.55, the jib-boom broke; it was immediately taken in, as was the main jib; then furled the fore topgallant sail. At 2 o'clock tacked the ship and furled the main topgallant sail. At 5 o'clock took two reefs in the two topsails and the last in the mizzen topsail. At 12.45, a reef that is not shown on the charts bore W.22°S, estimated distance six miles; at 1.50, the same reef bore S.14°W. Bearings taken at 6 o'clock, starting from the Promontory: a small island bore N.33°W; the middle of the Promontory bore N.22°W; a small island bore N.12°W; another small island bore N.5°W; a small island (sighted this morning) bore N.16°E; the small island (also sighted this morning) bore N.45°E; a small island bore N.56°E; a small island bore N.68°E. At 10 o'clock in the evening, wore ship. At 1.40 in the morning, having sighted a reef abeam of us to leeward, we wore ship on the starboard tack, having worked to windward.

At 4 o'clock, this small island was about eight miles away, to the north-east. At 4 o'clock in the morning, sighted the *Géographe* to the south-east, about nine miles away. At 4.30 and 8 o'clock, wore ship. Bearings taken at midday: the small island bore N.5°E; the rock bore N.12°E.

13 to 14 [Frimaire, Year 11, 4-5 December 1802]

Fine weather, the sea a little rough, moderate wind. Rigged the jib-boom. At 8 o'clock, wore ship and bore up to join the *Géographe*. At 8.45, wore ship again on the starboard tack. The *Fanny* joined and passed astern of us. At 8 o'clock, wore ship. At 4.10, no wind, unfurled the topgallant sails and brailed up the main sail. Let out a reef in each topsail, unfurled the topmast studding-sails and the port and starboard and port topgallant sails. The commander was a short distance ahead of us. At 10 o'clock, hauled down the port studding-sails and the starboard bower studding-sail. The *Géographe* a short distance ahead.

14 to 15 [Frimaire, Year 11, 5-6 December 1802]

Fine weather, fresh breeze and rough sea. The commander very close to the west. We steered astern of the commander to speak to him. At 8 o'clock, took a reef in the topsails; at 9 o'clock, went on to the starboard tack, as did the commander who, at midnight, was a small distance ahead of us. At 4.25, wore ship on the port tack. At 7 o'clock in the morning, the commander hoisted the national flag. Brailed up the foresail, struck the topsails, and put the main on the mast. Set the mizzen topsail, set the foresail, the topgallant sails and three forward starboard studding-sails; let out the second reef in the topsails. Bearings taken at midday: the first island bore S½SW, distance 12 miles; the second bore W¼SW½S, distance four miles; the *Géographe* bore ENE. At 9 o'clock, the winds having veered to the south-west and become very fresh, we at once went on to the starboard tack under the foresail and the topsails, and took two reefs in

the foremast topsail and unbent the main sail, which was not in a fit state to withstand a gale. At 10 o'clock, sighted an island to the south, four miles away, and tacked the ship at once. At 11.30, sighted an island to the west, six miles away, and King Island, ten miles away, extending from NW $\frac{1}{4}$ N to due north.

15 to 16 [Frimaire, Year 11, 6-7 December 1802]

Overcast weather, smooth sea and fresh breeze. We were busy bending our new main sail. King Island was in sight, as far as N $\frac{1}{4}$ NW. We bore up and then came to windward to round it; we joined the *Géographe*, which was to leeward and close-hauled. It made a signal to us that we could not understand; it then fired a cannon shot and hoisted the flag to join. We were close-hauled and came to the anchorage to the north of King Island, as did the *Géographe*; shortly afterwards, the *Casuarina* came to the anchorage. Bearings taken at the anchorage: King Island extends from S.19W to N.44°W. The captain was on board the *Géographe*. At 8 o'clock, the *Géographe* fired two flares to which we replied with two others. The long boat was launched following the agreed signal. At 11 o'clock, the captain returned in the *Géographe*'s jolly boat, which left immediately. At midnight, our former jolly boat returned with the crew of the long boat that the commander was keeping. The long boat took to the *Géographe* the five convicts discovered during the voyage. The jolly boat went to the *Casuarina* and returned. The long boat came to pick up its rigging and a set of new sails. The *Géographe*'s jolly boat came to fetch 20 loaves of bread for the *Casuarina*; the barge left with the boatswain, the jolly boat with the midshipmen.

16 to 17 [Frimaire, Year 11, 7-8 December 1802] At anchor off King Island.

Fine weather, clear sky, fresh southerly breeze, easing at daybreak. The tide which, until 2 o'clock, had set to the south with a maximum speed of 1.7, started at 3 o'clock to set to the north. After dinner, secured the shrouds and the backstays of the two topgallant masts. The commander's jolly boat brought a case of zoology specimens; the captain then took advantage of it to go to the commander's ship. The jolly boat arrived with the captain. We finished tightening the topmast shrouds and backstays; we tightened the foremast backstays. Embarked our jolly boat and turned the capstan and remained at 25 fathoms. At 4.30, started to tighten all the rigging; tightened the bowsprit bobstay, the forward stays and lower shrouds. At 10.30 in the morning, the barge returned with the boatswain. Observed latitude: 39°50'17".

17 to 18 [Frimaire, Year 11, 8-9 December 1802]

Fine weather, smooth sea, light breeze. The rigging was tightened and the barge embarked. The topsails were secured with rope yarn. The commander came to dinner at 6 o'clock. At the same time, a sail was sighted to the east. At 7.30, the ship we had sighted anchored close to us; it was a schooner, coming from Port Jackson, which had left four days after us. The captain came on board, accompanied by two people. This ship was going to visit Frederick Henry Bay and the North River of Van Diemen's Land. We learned, moreover, that the day after our departure from Sydney, the brig *Lady Nelson* had arrived which, after the loss of its anchors (having been forced to make one from wooden), had been forced to part from Captain Flinders on the coast at latitude 20°; the *Investigator* itself had lost three anchors. Observed latitude: 39°19'55".

At 8 o'clock, started to turn the capstan; the anchor came home at 8.30 and, at once, set the fore topsail and the mizzen topsail and hoisted the jibs. At 10 o'clock, the anchor being fished, set the main topsail; at 11 o'clock, the anchors being secured, boarded the tack of the foresail. Set the topgallant sails and hoisted the spanker. At midnight, fires could still be seen on the island in the anchorage. At 3.30 in the morning, we were in sight of the northern coast of King Island. At 8 o'clock, the visible part of King Island stretched from S $\frac{1}{4}$ SE to SSW; at midday, King Island extended from SE to NNW, 24 miles distant.

18 to 19 [Frimaire, Year 11, 9-10 December 1802]

Fine weather, calm sea, light winds. At 6 o'clock, the land of New Holland was still in sight to the NNE as far as the eye could see.

19 to 20 [Frimaire, Year 11, 10-11 December 1802]

Fine weather, smooth sea, variable winds. At 6 o'clock, an island bore N.3°E. At 9.30 in the evening, took soundings without finding bottom. At 4.30, bent the studding-sails.

20 to 21 [Frimaire, Year 11, 11-12 December 1802]

Dark sky, the sea becoming rougher with the continuation of the breeze. At 4 o'clock, hauled down the starboard studding-sails. At 6 o'clock, close-reefed the foremast topsail and the mizzen topsail, and took in the studding-sails. At 8.35 in the morning, the tie of the main topsail parted; the main topgallant sail was then brailed up. At 10 o'clock, the tie being repaired, unfurled the main topgallant sail and the main topsail. Pumped out 15 inches.

21 to 22 [Frimaire, Year 11, 12-13 December 1802]

Fine weather, smooth sea, the wind very irregular and patchy. The starboard main yard boom was changed. At 10 o'clock, the breeze developed and freshened from the north. From midnight to 4 o'clock, very thick fog.

22 to 23 [Frimaire, Year 11, 13-14 December 1802]

Foggy weather, moderate wind. At 8 o'clock, tacked the ship and the winds drew aft as they freshened. At 4.15, sighted a sail bearing SE $\frac{1}{4}$ S; at 8 o'clock, it bore E $\frac{1}{4}$ SE. At 4 o'clock, set the port studding-sails; at 7 o'clock, set the starboard ones. At 9 o'clock, took in the port studding-sails and hoisted two staysails. Worked at repairing the slings of the main yard.

23 to 24 [Frimaire, Year 11, 14-15 December 1802]

Continual rain during the watch. Wind light until 2 o'clock, then fresh all night. Squally weather. At 6.35, took in the studding-sails and unfurled the middle staysail and the main jib, and furled the spanker and the mizzen staysail. At 10.45, furled the topgallant sails. At 1 o'clock, we were struck by squall, which made us haul down the main jib, the middle staysail and brail up the mizzen topsail; at 7 o'clock in the morning it was furled. At 9 o'clock, unbent the main topgallant sail to bend it on a new yard.

24 to 25 [Frimaire, Year 11, 15-16 December 1802]

Fine weather, clear sky, the wind easing until 4 o'clock, when it freshened. The sky became overcast, rough sea. At 8 o'clock, wore ship. Squally and gusty weather; lowered the topsails to half-mast. At 5 o'clock in the morning, changed tack and took a reef in the main topsail.

25 to 26 [Frimaire, Year 11, 16-17 December 1802]

Overcast weather with frequent squalls, fresh breeze and rain. At 1 o'clock, during a wind gust, the sheet of the inner jib having stripped from the hollow cleat, it was taken off and changed at once. At 2 o'clock, took the reefs in the topsails. At 5 o'clock, brailed up the main topsail; at 5.15, it was set. At 9.30 in the morning, close-reefed the topsails. At 10 o'clock, unfurled the main sail, the main staysail, the main jib and the spanker.

26 to 27 [Frimaire, Year 11, 17-18 December 1802]

Rather fine weather, the wind not as fresh. Loosened and set the mizzen topsail at 5.30. At 9 o'clock in the evening, tacked the ship. At 12.25, struck the main sail and furled the spanker.

At 6.30 in the morning, let out the second reef in the topsails and bent the topgallant sails. At 8 o'clock, set the topgallant sails. At 10.30, brailed up and furled the main topgallant sail, [and] brailed up the main topsail to mend it. We took advantage of this moment to secure the stay of the main topmast.

27 to 28 [Frimaire, Year 11, 18-19 December 1802]

Squally weather, moderate wind, rough sea. At 12.30 the main topsail being repaired, [and] the backstays and stays tightened, it was set as well as the main topgallant sail. At 6.35 in the evening, furled the topgallant sails and took in the second reef again in the mizzen topsail. From midnight to 4 o'clock, we were struck by several gusts which forced us to reef the topsails; at 4.10, close-reefed the topsails. At 11 o'clock in the morning, changed tack.

28 to 29 [Frimaire, Year 11, 19-20 December 1802]

Fine weather, clear sky, dark horizon, the sea running a swell, moderate wind. Mended the main topsail [and] freshened its leeward sheet which was ready to part. Let out two reefs in the topsails.

29 to 30 [Frimaire, Year 11, 20-21 December 1802]

Fine weather and no wind until 7 o'clock, when the wind sprang up and a moderate breeze blew at once after swinging to the NNE. At 6 o'clock in the morning, easing more and more, the wind veered to the WNW, almost still; let out the two reefs in the mizzen topsail. At 7 o'clock took in the studding-sails, trimmed close-hauled, continual rain. At 8 o'clock, the wind freshened and drew aft; set the forward starboard studding-sails and took two reefs in the mizzen topsail. At 11.30, the weather fined up and the wind eased.

30 Frimaire to 1 Nivose [Year 11, 21-22 December 1802]

Fine weather until 3 o'clock, when a squall made us brail up and furl the topgallant sails, strike the staysails, the main jib and the spanker. Squally weather, cloudy sky, rough sea and a fresh breeze, which eased towards 4 o'clock. At 6 o'clock in the morning, made sail.

1 to 2 [Nivose, Year 11, 22-23 December 1802]

Fine weather, cloudy sky, the sea running a mild swell, the wind, moderate until 10 o'clock, gradually eased until midnight when it was almost still. From 4 o'clock to 8 o'clock, stormy weather, fluky light winds (working the studding-sails often).

2 to 3 [Nivose, Year 11, 23-24 December 1802]

Fine weather, smooth sea, cloudy sky, a little rain, the wind almost still and very variable; at 8 o'clock, it freshened. From 9 o'clock to 10.30, we were surrounded by a large number of fish. At 9 o'clock in the morning, let out the second reef in the mizzen topsail.

3 to 4 [Nivose, Year 11, 24-25 December 1802]

Fine weather, cloudy sky, smooth sea and light breeze. During the morning of the 3<sup>rd</sup>, secured the main topgallant mast [illegible] sighted some sea-weed.

4 to 5 [Nivose, Year 11, 25-26 December 1802]

Fine weather, at 1.45, tacked the ship. During the afternoon, the wind dropped. At 4 o'clock in the morning, overcast weather, moderate wind. At 7 o'clock in the morning, the winds having drawn westerly, we took in the studding-sails during a squall and trimmed close-hauled. Sighted some weed passing alongside.

5 to 6 [Nivose, Year 11, 26-27 December 1802]

Weather overcast, cloudy sky, fresh breeze with gusts and squalls. Took the second reef in the mizzen topsail, furlled the main jib, the topgallant sails, the middle staysail, the mizzen topmast staysail and the mizzen staysail. At 6 o'clock in the morning, went on to the port tack. The wind having eased, at 5 o'clock, we went on to the starboard tack by wearing ship, and set all sails. The sheet of the reefing tackle of the main topsail backstay parted; we set to at once to replace it. During a gust of wind, the bolt of the cross-tree behind the main topmast broke; we furlled the topgallant sails. At 11 o'clock in the morning, a wind gust struck which forced us to strike and brail up the topgallant sails, to reef the topsails and ease the main sail sheet. Let go during the squall, the [illegible] of the main jib sheet parted, and the sail was torn a little when being hauled down after the squall. The main staysail was torn. A topmast backstay tackle being repaired, it was tightened and set on the boom.

6 to 7 [Nivose, Year 11, 27-28 December 1802]

Fine weather, clear sky, heavy horizon. squally weather, a little patchy rain and hail, rough sea. The leeward sheet of the main topsail having parted, [the sail] was brailed up and, at 1.30, the topsails were furlled, the topgallant sails unbent, and the mizzen staysail hoisted. Overcast weather with patchy squalls and hail. At 4 o'clock, wore ship and, at 6 o'clock, we filled the sails, taking two reefs in each topsail. The weather becoming finer, we boarded the tack of the main sail, hoisted the spanker, and set the main jib; at 9 o'clock, let out a reef in the two topsails.

7 to 8 [Nivose, Year 11 28-29 December 1802]

Fine weather, moderate wind, the sea running a swell. Bent the main staysail and the repaired main staysail. At 7 o'clock, chapeled the ship on the starboard tack. Sighted a clump of seaweed.

8 to 9 [Nivose, Year 11, 29-30 December 1802]

Fine weather, rough sea, moderate wind. At 5 o'clock in the morning, continual rain and the appearance of squalls. Struck the spanker, the middle staysail, the mizzen topmast staysail and the main jib.

9 to 10 [Nivose, Year 11, 30-31 December 1802]

Overcast weather, the sea rather smooth, moderate wind. At 2 o'clock, the weather cleared; towards 9 o'clock, it freshened and, at 4 o'clock, the wind was strong from 4.30 until 5 o'clock. Brailed up in succession the main- and foremast-topsails to take in the second reef. They were reset immediately, after furling the mizzen topsail and the main staysail. At 7 o'clock, brailed up the foremast-topsail to mend a seam. At 7.30, brailed up and furlled the main sail and the foremast-topsail.

10 to 11 [Nivose, Year 11, 31 December – 1 January 1803]

Fine weather, clear sky, rough sea, fresh gusty breeze. At 5 o'clock, a little rain, cloudy sky, the wind having fallen a little. At 1.35, wore ship on the port tack and unfurled the foretopsail with the first reef and the mizzen topsail close-reefed. Secured the port anchor and unbent its cable. Pumped out 18 inches of water. At 11 o'clock, close-reefed the main topsail. The weather still squally with wind gusts.

At 11 o'clock, the plants were watered. At 9 o'clock, set the main jib, the middle staysail and the spanker; let out a reef in the topsails, bent and unfurled the main topgallant sail at half-mast.

11 to 12 [Nivose, Year 11, 1-2 January 1803]

Fine weather, the sea running a swell, moderate wind. At 8 o'clock furled the main topgallant sail and the spanker. At 5 o'clock, set the main jib, the middle staysail, the spanker and the main topgallant sail, let out a reef in the main topsail. At 10 o'clock in the morning, let out the second reef in the mizzen topsail. During the morning, unbent the starboard anchor cable and secured the anchor.

12 to 13 [Nivose, Year 11, 2-3 January 1803]

Fine weather, moderate breeze, repaired the peak halyard. Same weather, almost continual windless periods, light and very variable winds. Brailed up the courses and struck the main topsail at 11.30 in the evening to repair one of the bowline bridles that had failed. At 7 o'clock in the morning, chapeled the ship and wore ship to take up the same tack. No wind until midday. Hauled taut the repaired main staysail, the foresail and the main topsail. Worked at lowering the foresail yard and unbending the main sail to change it. Sighted some porpoises.

13 to 14 [Nivose, Year 11, 3-4 January 1803]

Flat calm, fine weather, the sea running a mild swell. The main sail and the mizzen topsail were changed; the storm staysail was repaired, the foremast topgallant sail was bent. At 10 o'clock, the breeze arose, we then had all the sails unfurled and hoisted the two forward topmast studding-sails. At 11 o'clock, the wind had almost entirely died down and hauled forward. At 2 o'clock, chapeled the ship and swung it around. At 3 o'clock, the winds were light.

14 to 15 [Nivose, Year 11, 4-5 January 1803]

Fine weather, clear sky, smooth sea. At 3 o'clock, took the first reef in the mizzen topsail. At 9 o'clock the weather became overcast and squally. We were under the five courses and the inner jib. At 9.30, having been taken aback, we brailed up our main sail and took the second reef in the mizzen topsail. At 10 o'clock, wore ship on the port tack and boarded the main-tack. Moderate gusty wind. At 3 o'clock, crowded on sails; the wind freshened greatly; struck and brailed up the topgallant sails and hoisted the middle staysail. The spanker, struck during a squall, was hoisted again as soon as the squall passed.

15 to 16 [Nivose, Year 11, 5-6 January 1803]

Overcast and squally weather, fresh breeze, rough sea. At 2 o'clock, because of a squall, hauled down the spanker, the middle staysail and the main jib; shortly afterwards, they were hoisted. At 2.45, furled the mizzen topsail, the wind having eased, at 9 o'clock, we loosened the mizzen topsail and the topgallant sails. Tightened the main topmast and the main topgallant mast. At 8.30 in the morning, hoisted the bower studding-sail and the mizzen topmast staysail, let out the second reef in the mizzen topsail. The main staysail, eaten by rats, was put out to dry and unbent to be repaired.

16 to 17 [Nivose, Year 11, 6-7 January 1803]

Fine weather, light winds. Brailed up and furled the main sail, hauled down the staysails and the spanker. Struck the gaff to remove an underneath ring-bolt and make a new sling. The old [illegible], having broken in the morning, was in place at 6 o'clock in the evening. Fine weather, the ship labouring greatly from the rolling. During a strong roll, the spanker check-rope parted; the sail was struck at once; shortly afterwards, it was unfurled. At 4 o'clock in the morning, set three forward starboard studding-sails; at 5.30, took in the port one. The inner jib was mended and the port main topsail sheet repaired. Sighted some porpoises. At 8 o'clock, some puffs of wind; at 10.30, furled the main sail, bent the main staysail.

17 to 18 [Nivose, Year 11, 7-8 January 1803]



Fine weather, calm sea. At 6 o'clock in the evening, took in the port studding-sails and set the three forward staysails and the mizzen topmast staysail. At midnight, set the main sail to catch the wind {??}.

At 3.30, hauled down the staysails and the spanker, and brailed up the main sail. At 4.30, furled the main sail and hoisted the port studding-sails. At 6 o'clock in the morning, the tie of the mizzen topsail broke at the collar; it was repaired immediately. At 8 o'clock, brailed up and furled the mizzen topsail, and passed the mast-rope to wedge the mast and to rebuild the rigging.

18 to 19 [Nivose, Year 11, 8-9 January 1803]

Fine weather, clear sky, very smooth sea; sent up and secured the mizzen topmast. At 4 o'clock, set the mizzen topsail. At 6.30, took in the starboard studding-sails. At 7.30, set the staysails and the spanker. At 9 o'clock, hauled down the staysails and the spanker, and set the starboard studding-sails. Moderate wind.

19 to 20 [Nivose, Year 11, 9-10 January 1803]

Fine weather, calm sea, light wind. At 2 o'clock, hauled down the staysails, the spanker and the mizzen topmast staysail, and set the port studding-sails. At 4 o'clock, set the staysails, the spanker and the mizzen topmast staysail, and took in the starboard studding-sails. South-westerly swell. Sighted some flying-fish. At 8.30, set the staysails, the spanker and the mizzen topmast staysail. At 11 o'clock, took in the port studding-sails.

20 to 21 [Nivose, Year 11, 10-11 January 1803]

Overcast sky, light breeze, calm sea. Almost still at midnight. At 3 o'clock, took in the starboard studding-sails and unfurled the spanker, two forward staysails and the mizzen topmast staysail. At 4.30, the tie of the main topsail being ready to send up, the topsail was stoppered, [and we] let out a reef in the topsails, and set the topgallant staysail. Sighted some bonitos [illegible] Changed the tie of the main topsail; it was replaced doubled. Observed latitude: 29°50'19"; estimated latitude: 29°58'57". Estimated longitude: 102°50'50".

21 to 22 [Nivose, Year 11, 11-12 January 1803]

Fine weather, calm sea very weak winds. At 5.14, we took the first reef in the three topsails. Brailed up the foresail and took in the port studding-sails, flat calm. At 5 o'clock, the topman checking the main mast reported that the starboard main topsail sheet was frayed at the nip of the jewel-block pulley. At 9 o'clock, a light north-westerly breeze arose. We at once unfurled all the sails and trimmed close-hauled. At 6.30 in the morning of the 22<sup>nd</sup>, being at latitude 29°45'43", I observed a variation of 6°39'11"NW, from six azimuth readings.

22 to 23 [Nivose, Year 11, 12-13 January 1803]

Fine weather, cloudy sky, smooth sea. At 5.30, a little rain. Refreshed the starboard tie of the main topsail. At 2.15, the winds swung to the south-west and it rained for a long time. Trimmed at once on the port tack and got under way. At 5 o'clock, set three port studding-sails. At 8 o'clock, hoisted the topgallant staysail; light winds.

23 to 24 [Nivose, Year 11, 13-14 January 1803]

Fine weather, moderate wind. At 12.30, brailed up and furled the main sail. At 9.45 in the morning, struck the spanker and set the three starboard studding-sails.

24 to 25 [Nivose, Year 11, 14-15 January 1803]

Fine weather, moderate wind. At 7.30, took in the starboard studding-sails and set the staysails. At 3 o'clock in the morning, furled the staysails and the spanker, and set two starboard studding-sails; at 3.30, they were taken in. At 5.30, set the starboard studding-sails.

25 to 26 [Nivose, Year 11, 15-16 January 1803]

Fine weather, smooth sea. At 6 o'clock in the evening, took in the starboard studding-sails and set the staysails. At 1.30 [illegible] hauled down the staysails and set the starboard studding-sails, the breeze easing.

26 to 27 [Nivose, Year 11, 16-17 January 1803]

Fine weather, clear sky, smooth sea, light wind. At 11 o'clock, took in the starboard studding-sails, and set the spanker, the mizzen topmast staysail and the staysails. One of the large leading blocks of the fore topsail being broken, we stoppered the yard to repair this damage. Sighted some tropic-birds. At midday, course NW¼W was set.

27 to 28 [Nivose, Year 11, 17-18 January 1803]

Fine weather, calm sea, moderate wind. Sighted many flying fish. At 10 o'clock in the evening of the 27<sup>th</sup>, we crossed the Tropic of Capricorn.

28 to 29 [Nivose, Year 11, 18-19 January 1803]

Fine weather, calm sea, moderate breeze. At 5.30, took the second reef in the mizzen topsail. Sighted a tropic-bird, some flying fish and some bonitos. At 6 o'clock in the morning, took in the port topmast and topgallant studding-sails. The ship's boat was put on the gratings to repair it. Sighted many flying fish and tropic-birds.

29 to 30 [Nivose, Year 11, 19-20 January 1803]

Fine weather, moderate breeze. Took in the forward topgallant studding-sails and set the starboard aft ones. At 2 o'clock, it started to freshen. At 3 o'clock, set course WNW and, at 6 o'clock, set course SW¼NW [sic]. The main topgallant halyard having parted, it was repaired immediately. Sighted some flying fish.

30 Nivose to 1 Pluviose [Year 11, 20-21 January 1803]

Dark sky, good breeze. The halyard of the topmast studding-sail having parted, the sail was taken in and, immediately afterwards, reset. Brailed up and furled the fore topgallant sail. At 9.45, the tie of the main topsail and halyard of the port topmast studding-sail parted; we immediately took in the studding-sails, furled the main topgallant sail, and brailed up the main topsail. We then set the fore topgallant sail and its starboard studding-sail. At 10 o'clock, the wind eased; at 1.30, set and hoisted the main topsail, the main topgallant sail and the after starboard studding-sail, and took in the forward port studding-sails.

1 to 2 [Pluviose, Year 11, 21-22 January 1803]

Fine weather, fresh breeze. At 7 o'clock, furled the fore topgallant sail. At 8 o'clock, took in the main topgallant studding-sails, unfurled the main topgallant studding-sails [sic] and stoppered the yard of the main topmast. Set the fore topgallant sail and the port studding-sail, and took in the starboard after studding-sails.

2 to 3 [Pluviose, Year 11, 22-23 January 1803]

Cloudy sky, moderate breeze. The barge was brought up on deck this morning and, having been condemned by the master carpenter, was thrown into the sea. During the day, the inside of the ship was painted. Light rain which lasted only 10 minutes.

3 to 4 [Pluviose, Year 11, 23-24 January 1803]

Overcast weather and fresh breeze, rough sea. We tightened the topmast backstays and topgallant mast shrouds and backstays. Unshipped the jib-boom, unfurled the forward starboard topmast studding-sail and, the halyard of the after one having parted, it was hauled down. Furled the fore topgallant sail. The inner jib, which had torn, was repaired.

4 to 5 [Pluviose, Year 11, 24-25 January 1803]

Dark overcast sky, almost always a little rain. Unbent the fore topgallant sail and changed the halyards of the after topmast studding-sails. Overcast and squally weather, strong gusty wind, continual rain, rough sea. At 6 o'clock, furled the mizzen topsail and took in the two forward topmast studding-sails. At 9 o'clock, the tie of the main topsail having parted, [we] took in the after studding-sails, furled the main topgallant sail and set the main topsail on top of the mast. We were busy repairing the tie. The wind still strong. At 6 o'clock, the outer starboard gear-block of the bower studding-sail failed; we took in the studding-sail at once. In wanting to take in the boom, the top-rope {?} slipped out of the hands of the sailors in a heavy roll and the boom, having come out of the inner collar, twisted its outer end at its point and it became unserviceable. We rigged the boom.

5 to 6 [Pluviose, Year 11, 25-26 January 1803]

Overcast and squally weather, rough sea, strong gusty wind. At 12.30, took in the port studding-sails. At 2 o'clock, in a squall, the main topgallant sheet parted; [the sail] was furled and, at the same time, took in the after topmast studding-sails and struck the main topsail. The after topmast and topgallant backstays were tightened, took the second reef and then the third reef in the main topsail, and then took the second reef in the foremast topsail; the inner jib was repaired. Almost continual rain, the wind very strong and gusty. Unbent the main topgallant sail and sent down the gaff. At 2 o'clock in the morning, the weather cleared and the sea and wind settled; at 4 o'clock, it freshened. At 5 o'clock in the morning, brailed up the main topsail to mend it, let out its third reef, set the mizzen topsail and the main staysail. Pumped out 22 inches of water. At 8 o'clock, the main topsail was set, with the first reef in place. Let out the second reef in the fore topsail, bent the topgallant sails, set the middle staysail, the mizzen topmast staysail and the foresail. At 9 o'clock, brailed up [the corner of the page is missing]

6 to 7 [Pluviose, Year 11, 26-27 January 1803]

Fine weather, light breeze, the sea running a swell. Crowded on sail, hoisted the gaff, and rigged the boom. Sighted a frigate-bird gliding constantly above our masts. At 6 o'clock, the weather became overcast, fresh breeze, and continual rain. Towards midnight, frequent squalls, rain and calm periods. The main sail, furled long at midnight, was boarded at 3 o'clock, as well as the mizzen topmast staysail; hoisted the topgallant sails [illegible]. At 4.30, the weather fined up, the wind moderate. At 5 o'clock, unfurled the forward starboard studding-sails and the middle staysail. At 8.30 in the morning, brailed up the fore topgallant sail and the fore topsail to repair the latter; took in the topmast studding-sail. At 11 o'clock, brailed up and furled the main sail and, a moment later, restored the headsails. We were busy getting out the cables ready to bend. Sighted a tropic-bird.

7 to 8 [Pluviose, Year 11, 27-28 January 1803]

Fine weather, smooth sea, moderate winds. Sighted some tropic-birds; in the afternoon, bent the cables. At 3 o'clock in the morning, a squall caused us to strike the topgallant studding-sails, the topgallant sails and the spanker. The topgallant sails and their studding-sails were then set. At 5 o'clock in the morning, set the port studding-sails, fore and aft. At 7 o'clock, in a squall, they were all taken in, except the bower studding-sail. Saw some tropic-birds and another bird which was assumed to be a sea-gull. Squally weather and patchy rain.

8 to 9 [Pluviose, Year 11, 28-29 January 1803]

Fine weather, calm sea, patchy rain. From 6 o'clock to midnight, moderate variable winds. The after topmast studding-sails and the topgallant studding-sails were set and hauled down several times. At daybreak, we set all sails, letting out the first reef in the topsails. Sighted some tropic-birds and a frigate-bird.

9 to 10 [Pluviose, Year 11, 29-30 January 1803]

Fine weather, calm sea, moderate breeze. At 4 o'clock, set the starboard after studding-sails. Overcast weather, patchy very fine rain and a moderate easterly wind; at 4 o'clock it swung to the ENE. Took in the after studding-sails, set the staysails and the spanker; sighted some tropic-birds. Longitude observed by the captain, at midday on the 10<sup>th</sup>, 59°14'4".

10 to 11 [Pluviose, Year 11, 30-31 January 1803]

Fine weather, light breeze. At 2 o'clock, hauled down the spanker. At 4.30, took two reefs in the mizzen topsail and the first reef in the two topsails. Sighted a large number of tropic-birds and gulls. At 5 o'clock in the morning, light rain. At 7 o'clock, set the staysails, the spanker, mizzen topmast staysail and the forward starboard topgallant studding-sail. The crew's hammocks were washed in hot water and rinsed in fresh water. Observed longitude 56°31'4"; the difference in the two longitudes observed is 37' from my observations of the 11<sup>th</sup> at midday. Observed latitude: 20°14'4"; estimated latitude: 20°10'49".